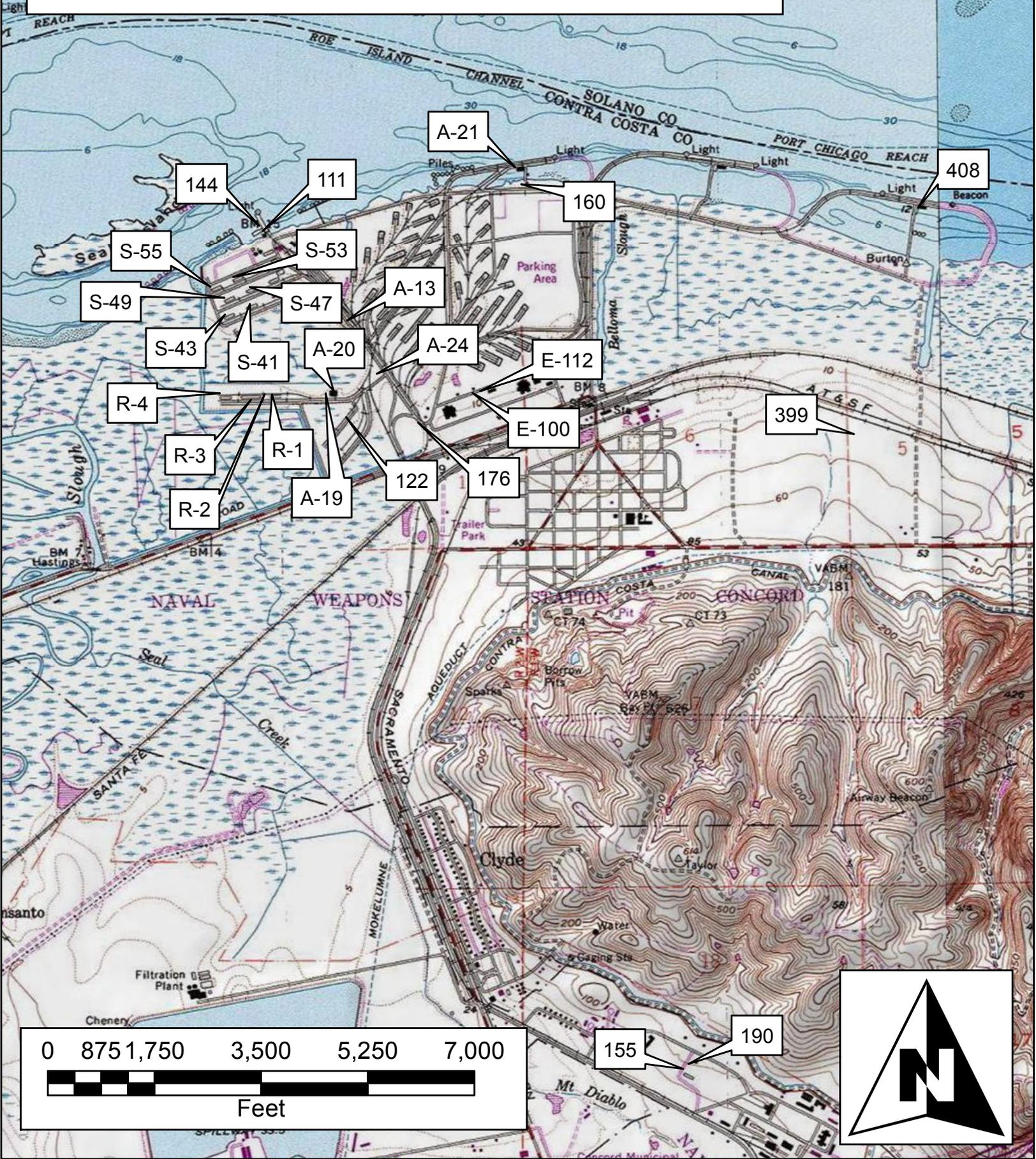


Enclosure 1

FY14 FRP Area of Potential Effects (APE) Maps

**Military Ocean Terminal, Concord (MOTCO)
 FY14 Facility Reduction Program Area of Potential Effects (APE)
 Vine Hill U.S.G.S. Topographic Map
 1959, photorevised 1980
 Map 1 of 9**



Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 2 of 9



S-55

S-53

S-49

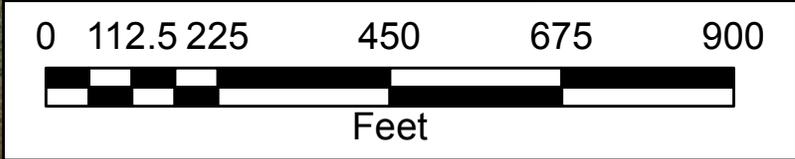
S-43

S-47

S-41

144

111

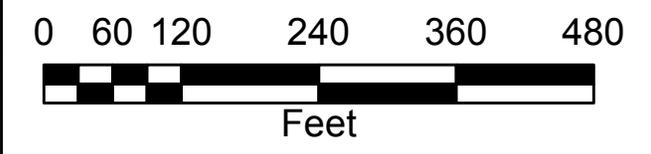


**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 3 of 9**

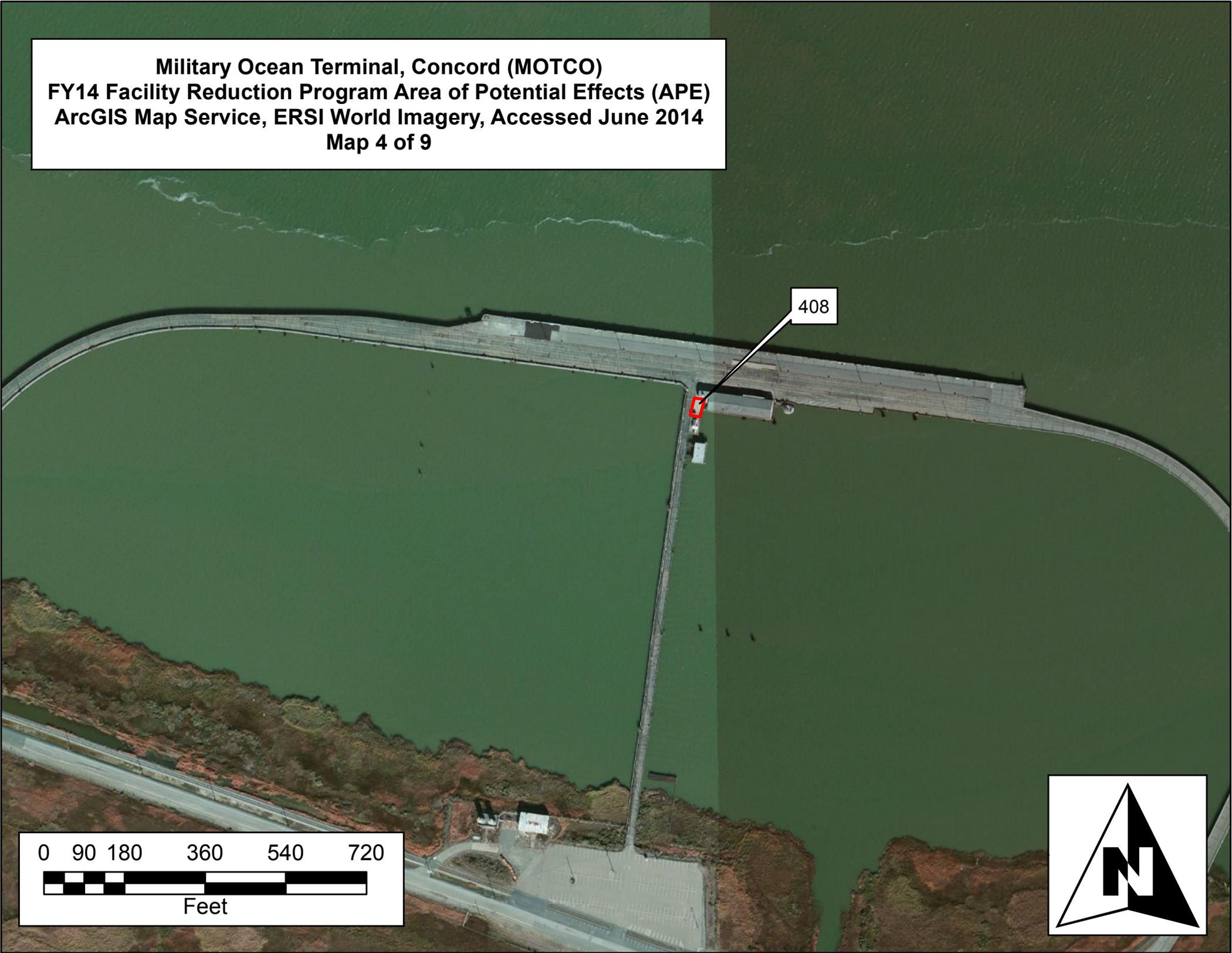


A-21

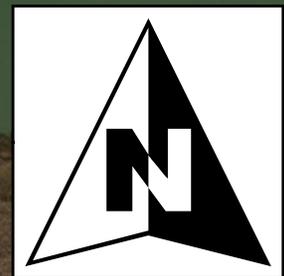
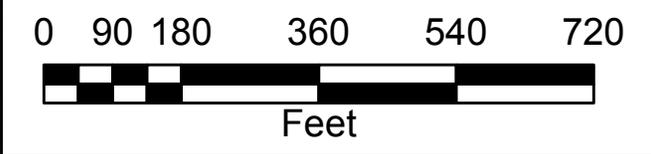
160



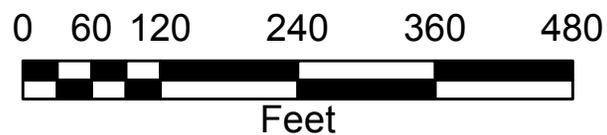
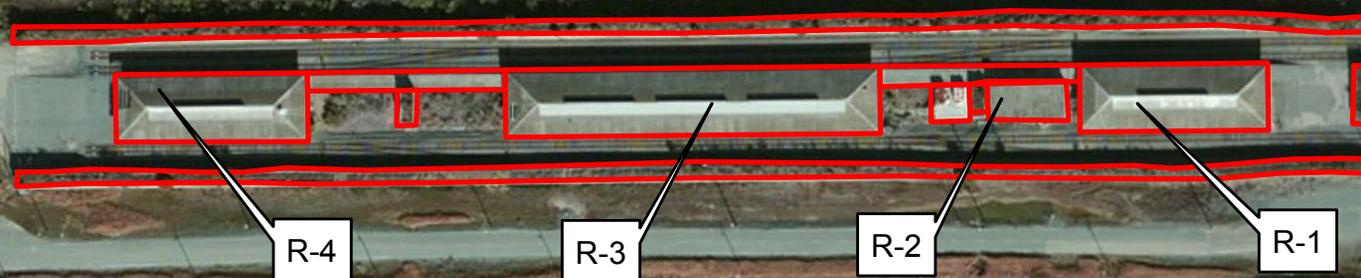
**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 4 of 9**



408



**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 5 of 9**



**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 6 of 9**



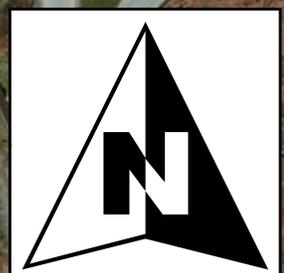
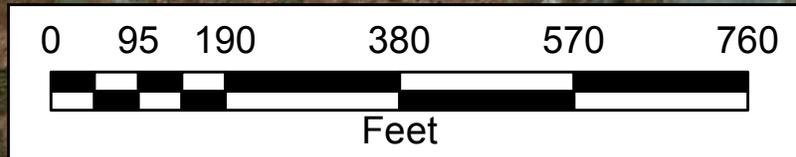
A-19

A-13

A-20

A-24

122



**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 7 of 9**

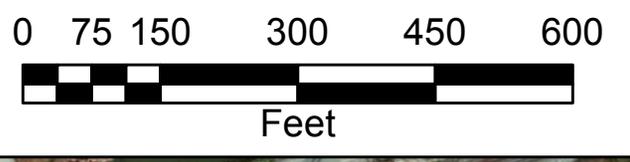


176



E-100

E-112



**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 8 of 9**

399

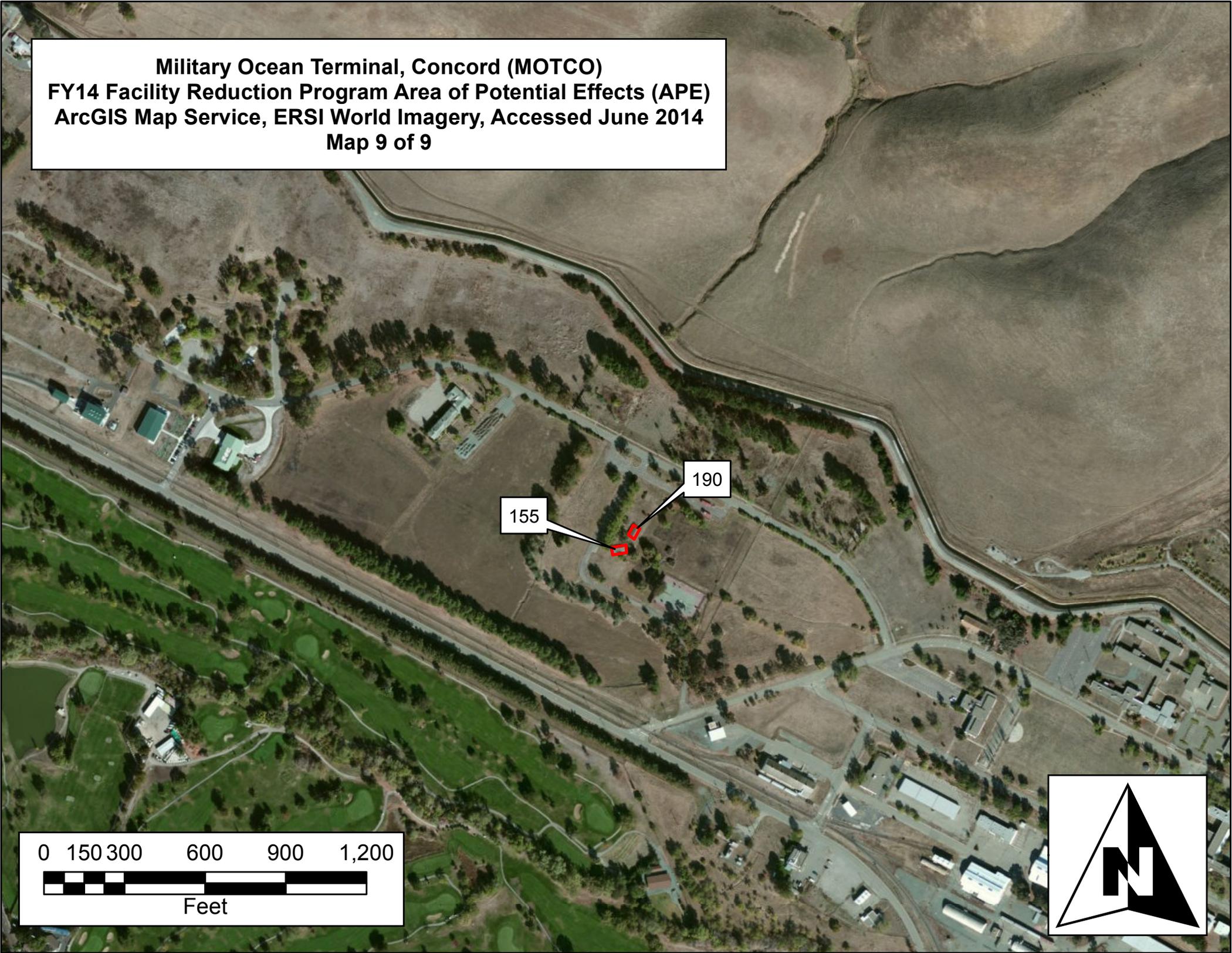
0 112.5 225 450 675 900



Feet



**Military Ocean Terminal, Concord (MOTCO)
FY14 Facility Reduction Program Area of Potential Effects (APE)
ArcGIS Map Service, ERSI World Imagery, Accessed June 2014
Map 9 of 9**



155

190

0 150 300 600 900 1,200



Feet



Enclosure 2

2012/2013 Consultation with SHPO (Reference USA_2012_1026_001)
for Facilities 111, 122, 144, 155, 160, 176, 190, 399, and 408



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
Military Surface Deployment and Distribution Command
834th Transportation Battalion
410 Norman Avenue
Concord, California 94520-1142

October 24, 2012

Director, Public Works

Ms. Carol Roland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks & Recreation
1416 9th Street, Room 1442
Sacramento, CA 95814

Dear Ms. Roland-Nawi:

Military Ocean Terminal Concord (MOTCO) is preparing to demolish 13 buildings, 6 of the buildings are over 50 years old. As you are aware, we are required by Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation at 36 CFR Part 800 to obtain an evaluation from the State Historic Preservation Office (SHPO) regarding the historical significance of installation facilities prior to demolition.

The 1993 Self Report (Enclosure 1) and 1998 JRP Report (Enclosure 2) Section 110 surveys evaluated all of the World War II and Cold War Era resources at MOTCO, and as a result, all of the buildings and structures built before 1990 have been previously determined not eligible for listing in the National Register of Historical Places (NRHP). Buildings and structures which were not 50 years of age when the 1998 JRP survey was conducted have now been surveyed and evaluated by U.S. Army Corps of Engineers, Sacramento District in the report titled *Update Report Historic Building Inventory and Evaluation* dated September 2012 (Enclosure 3). The report concluded that buildings and structures requiring re-evaluation have been updated and re-evaluated for their potential eligibility for listing in the NRHP. None of the buildings and structures inventoried appears to be eligible for listing in the NRHP. Prior documentation found no resources meeting the criteria for listing in the NRHP, and this update report has affirmed those conclusions.

A copy of the Integrated Cultural Resources Management Plan (ICRMP) updated in May 2011 by TEC Inc. /Louis Berger Group, Inc. (Enclosure 4) was sent to the Office of Historic Preservation. Included in the report is a summary of previous cultural resources investigations that have been conducted at MOTCO. The investigations were identified in a file search of the records of the California Historical Resources Information System (CHRIS), conducted on September 10, 2009. Additionally, a Sacred Lands file search was conducted on September 14, 2009 by the California Native American Heritage Commission to identify known sacred sites within MOTCO. No sacred sites were indentified in this search.

MOTCO requests concurrence from the SHPO to proceed with the demolition of the following buildings and structures: 111, 122, 144, 155, 160, 176, 190, 399, 407,408, A-3, A-29

and E-82. The original and updated DPR forms for each building are included as (Enclosure 5) except 408 which is an electrical substation that was built in 1978. A picture of 408 is included in Enclosure 5.

Should you have specific questions or concerns relating to the effort please contact [REDACTED]

[REDACTED] Contractor, MOTCO, 925-246-4025, [REDACTED] or [REDACTED]
[REDACTED] Director Public Works, MOTCO, 925-246-4023, [REDACTED]

Sincerely,

A handwritten signature in black ink, appearing to be 'M. D. All' or similar, written in a cursive style.

[REDACTED]
Director, Public Works

Enclosures

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



January 03, 2013

Reply in Reference To: USA_2012_1026_001

██████████
Director, Public Works
United States Department of the Army
Military Surface Deployment and Distribution Command
834th Transportation Battalion
410 Norman Avenue
Concord, CA 94520-1142

Re: Section 106 Consultation for Demolition of 13 Buildings, Military Ocean Terminal Concord,
Contra Costa County

Dear Director ██████████

Thank you for initiating consultation regarding the United States Army's (USA) efforts to comply with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation found at 36 CFR Part 800.

The US Army has defined the undertaking as the demolition of 13 buildings at the Military Ocean Terminal, Concord in Contra Costa County. After demolition the USA will retain the foundation and slabs of the subject buildings and introduce new construction to the project area. Previous consultation with my office has determined through consensus that none of the structures or buildings at the Military Ocean Terminal Concord over 50 years of age at the time of evaluation were eligible for National Register (NRHP) inclusion. Recent evaluations of buildings that have turned 50 years of age since earlier identification efforts and those that do not presently meet this age threshold are not eligible for NRHP inclusion. I concur with this determination.

The USA is requesting my concurrence with their determination that no historic properties will be affected by this project. After reviewing the information provided, I concur with this determination. Please be advised that under certain circumstances, such as an unanticipated discovery or a change in project description, you may have future responsibilities for this undertaking under 36 CFR Part 800.

Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Ed Carroll of my staff at (916) 445-7006 or at email at ecarroll@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi
State Historic Preservation Officer

Enclosure 3

2012 Update Report: Historic Building Inventory and Evaluation
NRHP Evaluations for Facilities E-100 and E-112

UPDATE REPORT

Historic Building Inventory and Evaluation

September 2012



Military Ocean Terminal Concord

Contra Costa County, California



Prepared by:

U.S. Army Corps of Engineers
Sacramento District
South Pacific Division



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1. Executive Summary and Introduction

1.1 Executive Summary

This report presents an updated historic building inventory and evaluation of buildings and structures at the Military Ocean Terminal Concord (MOTCO) identified in the 2011-2016 Integrated Cultural Resources Management Plan (ICRMP) as requiring recordation and evaluation for compliance with Section 110 of the National Historic Preservation Act of 1966, as amended (NHPA). Section 110 of the NHPA requires federal agencies to conduct an inventory and evaluation of historic properties under their management. Previous surveys and inventories have recorded and evaluated all of the World War II (1942-1945) and Cold War (1946-1989) era resources at MOTCO. Although all buildings and structures at MOTCO built before 1990 have been recorded and evaluated, as they reach their age of 50 years they require re-evaluation to determine if the previous findings and determinations are unchanged.

Prior documentation has found that none of the resources at MOTCO meet the criteria for listing in the National Register of Historic Places (NRHP). Some of these resources were recorded and fully evaluated for their eligibility for listing in the NRHP before they reached their 50 years of age. Cultural resources may not be listed in the NRHP if they are less than 50 years of age except in specific circumstances in which that resource may have achieved significance due to exceptional importance. Putting buildings and structures in the context of time is instrumental in determining their significance as resources eligible for listing in the NRHP. As a result, those previous findings and determinations of significance must be affirmed or changed in the event that the passage of time has altered the understanding of the historic significance of a cultural resource.

This report includes an introduction, a brief summarization of previous recordation and evaluation efforts, a historical overview of MOTCO, presentation and application of applicable historic contexts, a discussion of the different property types found within MOTCO, and recordation and evaluation of those properties identified in the 2011-2016 ICRMP for their NRHP eligibility. The properties are evaluated by updating 16 standard California Department of Parks and Recreation historic property inventory forms (DPR 523 forms) from previous cultural resources studies. Previous survey and recordation efforts grouped buildings and structures into thematic types by their use or purpose, regardless of age and occasionally location. This creates something of a management challenge when one property recorded on a form with several other properties requires updating and re-evaluation. At the suggestion of the Northwest Information Center at California State University, Sonoma, the repository where the DPR 523 forms and reports will be housed, each property identified in this report is updated and evaluated on individual DPR 523 forms and attached as updates to the original thematic DPR 523 forms. This report reaffirms the findings of earlier reports and concludes that none of the buildings or structures identified in the 2011-2016 ICRMP as requiring recordation and evaluation for compliance with Section 110 of the NHPA meet the criteria for listing in the NRHP.

1.2 General Description of MOTCO

The 2011-2016 ICRMP for MOTCO includes general information on the installation's management history and current use, providing an update to previous summaries. Portions of the 2011-

2016 ICRMP are included throughout this report. Since its establishment as a military installation in 1942, MOTCO has undergone a number of name changes, including the military branch in command of the installation, although its mission has remained consistent. Table 1 is a chronology of those changes. Because these various classifications may cause confusion when referred to variously throughout the report, the installation is generally referred to as “MOTCO” in this update report despite the era or military command.

Table 1. Chronology of Commands and Installation Names

Command	Years	Name
United States Navy	1942-1957	U.S. Naval Magazine, Port Chicago (USNM Port Chicago)
	1957-1963	Naval Ammunition Depot, Concord (NAD Concord)
	1963-1998	U.S. Naval Weapons Station, Concord (NWS Concord)
	1998-2008	Naval Weapons Station Seal Beach, Detachment Concord (NWSSBD Concord)
United States Army	2008-present	Military Ocean Terminal, Concord (MOTCO)

The U.S. Army Military Surface Deployment and Distribution Command’s (SDDC) 834th Transportation Battalion (TB) operates MOTCO. MOTCO is a munitions transshipment facility located at a strategic site in north central Contra Costa County, California. This installation is the primary West Coast common-user ammunition terminal for the Department of Defense (DoD). MOTCO operated as a tenant of Naval Weapons Station Seal Beach, Detachment Concord (NWSSBD Concord) from 1 October 1999 to October 1, 2008 under the Department of the Navy (Navy). As part of Base Realignment and Closure (BRAC) 2005, the 6,526-acre Tidal Area and 115-acre Inland Area were transferred to the Army. The Army currently operates 6,641 acres at MOTCO (Figure 1).

From 1942, when the installation was officially commissioned as U.S. Naval Magazine, Port Chicago, through the 1990s when the installation was NWSSBD Concord, MOTCO has served as the major naval munitions transshipment port on the West Coast. SDDC’s 834th TB’s mission is to conduct surface deployment, command and control, and distribution operations for the DoD through terminals and facilities in California in peacetime and war. The 834th TB is also responsible for the daily management of the installation. The 834th TB is subordinate to the 596th Transportation Brigade (BDE), located at Military Ocean Terminal Sunny Point (MOTSU) in Southport, North Carolina. Whereas the 834th TB at MOTCO oversees West Coast Ammunition Terminal Operations, the 596th Transportation BDE at MOTSU oversees East Coast Ammunition Terminal Operations. The broader Command mission is to provide global SDDC services to meet the nation’s objectives. SDDC deploys and sustains more than 90 percent of the DoD’s equipment and supplies by leveraging the capability of commercial industry and other military services (SDDC 2011).

The installation is divided into two primary zones identified as the Tidal Area located to the north on Suisun Bay, and the Inland Area located south past the town of Clyde in north central Contra Costa, California with buildings and structures in this report located in both areas (Figure 2). MOTCO is located on the Vine Hill, Honker Bay, Walnut Creek, and Clayton 7.5-minute U.S.G.S. topographic maps. However, buildings and structures covered in this current update report are entirely located on the Vine Hill quadrangle. Resources in the Tidal Area are shown on Figure 3, and resources in the Inland Area are shown on Figure 4.

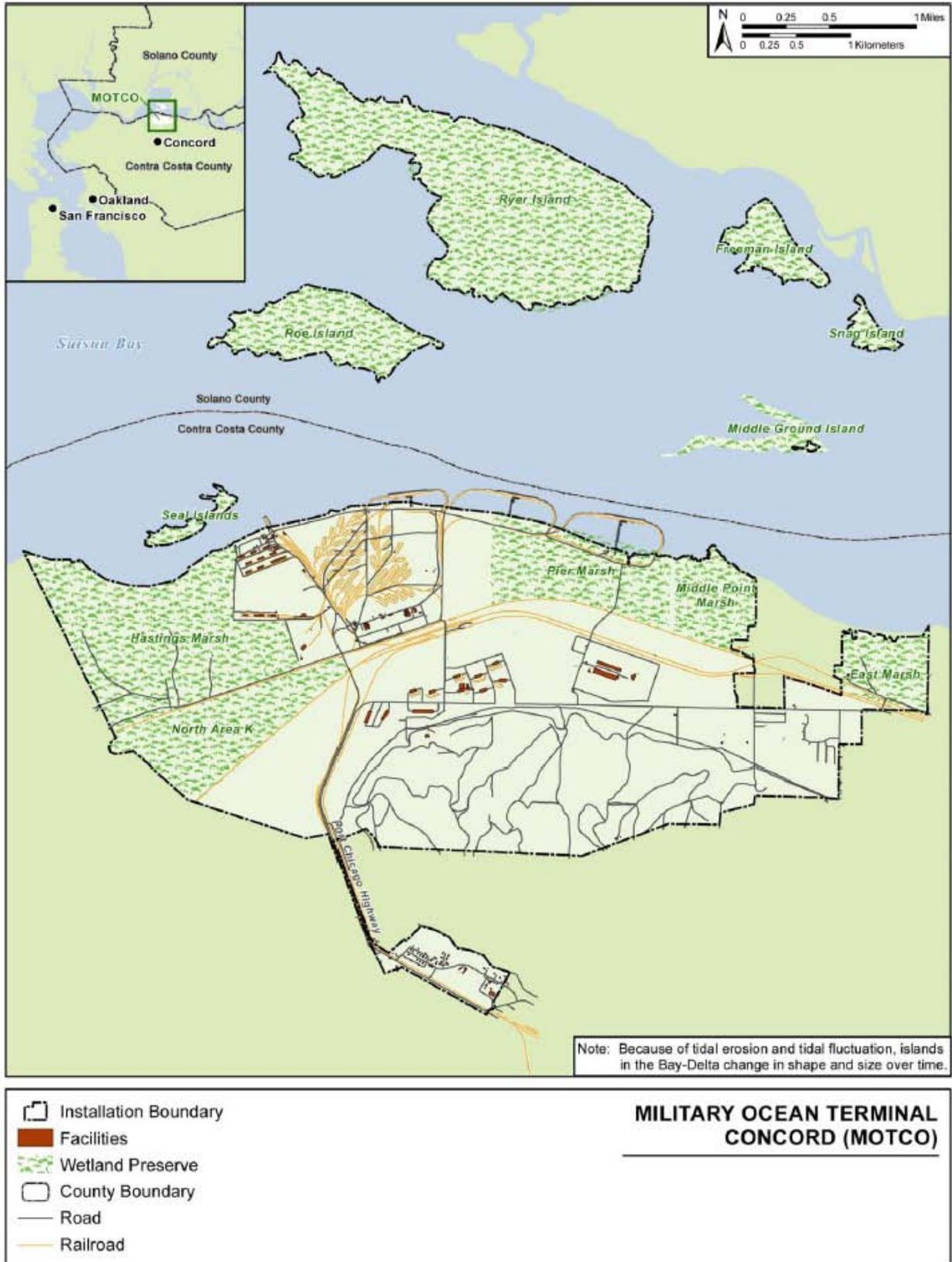


Figure 1. Location Map of MOTCO

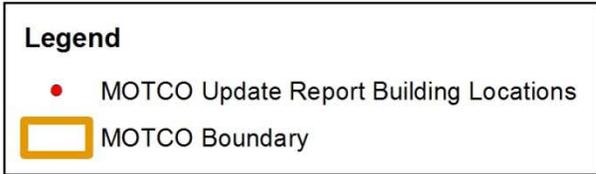
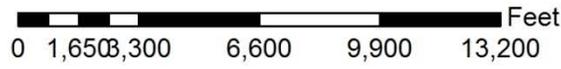


Figure 2. Tidal and Inland Areas of MOTCO

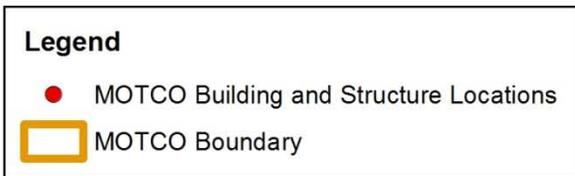
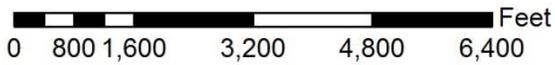
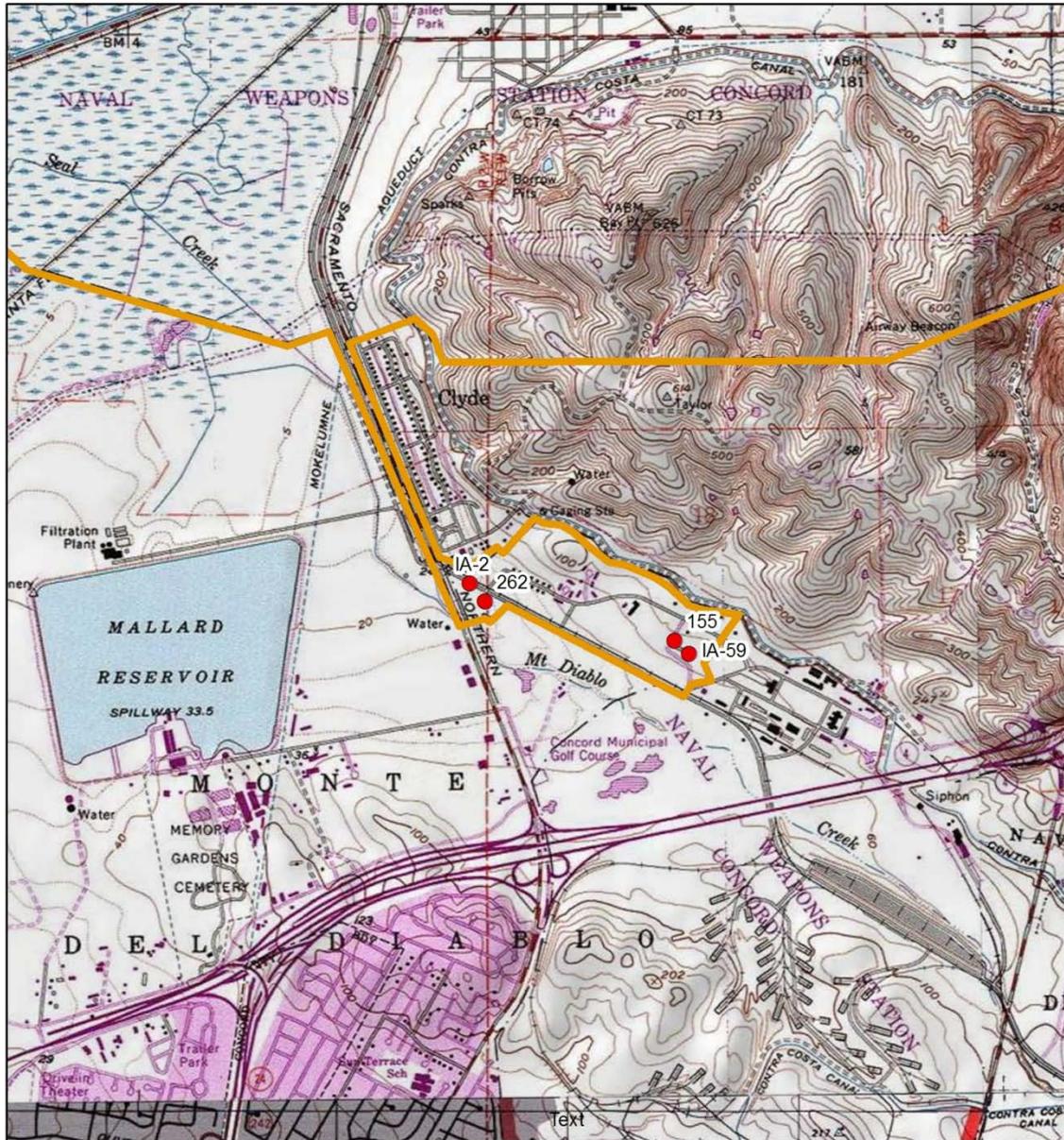


Figure 4. Buildings and Structures Evaluated in Update Report within Inland Area

1.3 Previous Historic Buildings and Structures Studies at MOTCO

This report serves as an update to three previous reports conducted in 1993, 1998, and 2009. Between those reports all of the historic buildings and structures within both the Inland and Tidal areas of MOTCO have been previously recorded and evaluated.

The first report, completed by William Self Associates (Self) in 1993, inventoried and evaluated World War II era buildings and structures on MOTCO. The Self report is titled “Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California,” and included a historic context, an archeological sensitivity map, and inventory and evaluation of all World War II-era, as well as some pre-World War I, buildings and structures. Self evaluated 506 buildings and structures on 32 DPR 523 forms and determined that only the Port Chicago National Memorial, located in the Tidal Area, appeared eligible for listing in the NRHP. The Navy agreed with the determinations in the Self report, and in a letter to the State Historic Preservation Officer (SHPO) dated July 20, 1993, asked for the SHPO to review and comment on the determinations. All correspondence relating to determinations of eligibility for buildings and structures at MOTCO are included in Appendix A.

The second report, completed by JRP Historical Consulting Services (JRP) in 1998, was an inventory and evaluation of Cold War-era, as well as several World War II-era, buildings and structures at MOTCO. That report is titled “Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California. It provided a comprehensive historical context for major phases in Cold War development and inventories and evaluated 375 buildings and structures on 34 DPR 523 forms. JRP found none of the buildings and structures evaluated in 1998 eligible for listing in the NRHP. The Navy agreed with the determinations in the 1998 JRP report, and presented those findings to the SHPO in a letter dated May 5, 1999. The SHPO concurred with the Navy’s determinations in a letter dated May 19, 1999, Office of Historic Preservation reference number USN990510A (Appendix A).

The third report, completed by JRP in 2009, was an updated historic context and historic building inventory and evaluation of all buildings and structures built in the Inland Area of the then NWSSBD Concord. The report, titled “Update Report Historic Building Inventory and Evaluation, Inland Area, Concord Naval Weapons Station, Contra Costa County, California,” was undertaken to ensure compliance with the BRAC process, and compliance with Section 106 of the NHPA. The 2009 JRP report summarized the findings of the previous two reports, evaluated 422 resources within the Inland Area for NRHP and California Register of Historic Resources eligibility. The resources were recorded and evaluated by updating 47 DPR 523 forms, using the previous inventories from the 1993 Self report and the 1998 JRP report as a foundation. The 2009 report also recorded the Contra Costa and Clayton canals of the Bureau of Reclamation’s Central Valley Project. JRP reaffirmed the determinations of the previous two reports, integrating those past findings, and determined that none of the buildings and structures evaluated in the 2009 update were eligible for listing in the NRHP.

Many archeological surveys have been completed at MOTCO. However, these three previous reports, and this current update report, encompass the entirety of the building inventories and evaluations for historic era buildings and structures at MOTCO.

1.4 Methodology

This update report documents and evaluates the buildings and structures identified in the 2011-2016 ICRMP as requiring recordation and evaluation for compliance with Section 110 of the NHPA. Originally 14 buildings and structures were identified as reaching 50 years of age during the effective period of the ICRMP, and one additional building (E-100 Winch Trainer, aka the “Jolly Roger”), was suggested for re-evaluation in order to investigate the relative rarity of the resource type. In previous inventories and evaluations the buildings and structures at MOTCO were recorded by thematic area, grouping similar type buildings (Piers Complex, Public Works, etc.) on a single DPR 523 form. During the current investigation of the buildings and structures it was determined that one building (115) has since been removed, one additional building (155) was missing from the list in the 2011-2016 ICRMP, one structure (161) was incorrectly identified in the ICRMP and would require recordation and evaluation as a new resource, and one structure (IA-5) was incorrectly identified and could not be recorded and evaluated.

As a result of these discoveries, a total of 13 buildings and structures were updated and re-evaluated, one additional structure was newly recorded and evaluated for potential eligibility for listing in the NRHP, and two buildings and structures were noted as removed or unable to be updated and re-evaluated (Table 2).

Table 2. Buildings Included in 2012 Update Report

Building	Description	Year Built	Current Action
99	Access Control for B-210	1960	Update DPR, re-evaluate.
115	Guard Shack	1966	No longer exists, note removal.
155	Snack Bar	1964	Update DPR, re-evaluate.
160	Steam Plant for Pier 2	1965	Update DPR, re-evaluate.
161	Diesel Above Ground Storage Tank (Tank removed, concrete pads remain)	1965	Incorrectly identified as the Old Parade Ground on the Monuments DPR, new DPR recordation and evaluation.
172	Seal Island Lighter Berths (East)	1965	Update DPR, re-evaluate.
173	Seal Island Lighter Berths (West)	1965	Update DPR, re-evaluate.
262	Inland Army Security	1959	Update DPR, re-evaluate.
A-29	Lumber Salvage Shop	1951	Update DPR, re-evaluate.
A-31	Ammunition Transfer Building	1955	Update DPR, re-evaluate.
A-32	Administrative/Security	1955	Update DPR, re-evaluate.
E-100	Jolly Roger Winch Trainer	1944	Update DPR, re-evaluate.
E-112	Winch Trainer Electrical Building	1953	Update DPR, re-evaluate.
IA-2	Pass and ID Office	1951	Update DPR, re-evaluate.
IA-5	Diesel Above Ground Storage Tank	1951	Incorrectly identified as Supply Department built in 1945, note discrepancy.
IA-59	Tennis Court	1957	Update DPR, re-evaluate.

For this report each facility was visited and photographed in June and August 2012 and changes to the buildings and structures noted. Except for Building 161 and Building E-100, all the buildings and structures had been previously recorded on standard DPR 523 forms so the updated documentation and photography was completed to be consistent with previous efforts. Although the various resources consisted of buildings, structures, and objects, for the sake of consistency they are all referred to individually as “Building” in this update report and on the DPR 523 forms. Building 161 and was newly

recorded on DPR 523 forms. Building E-100 was recorded in 1993 on Historic Resources Inventory forms, the precursor to DPR 523 forms, and was fully updated and recorded on DPR 523 forms.

Other than Building 161 all of the resources surveyed in this update report have been previously evaluated and found ineligible for listing in the NRHP. With the exception of Building 161, which was newly evaluated for eligibility for listing in the NRHP, and Building E-100, which was specifically identified for re-evaluation, this report does not re-evaluate these previous conclusions. Those conclusions were reaffirmed by comparing the previous inventories to the present resource and by considering the existing historic contexts to determine if the prior evaluation was still applicable. The previous reports by Self and JRP were extensive and made determinations the SHPO concurred with. Additionally, the 2009 JRP report identified two other studies, “California Historic Military Buildings and Structures Inventory,” completed in 2000 by JRP Historical and Foster Wheeler Environmental, and “Final Reevaluation of Eligibility for Listing in the National Register of Historic Places: World War II Munitions Depots at Seal Beach, Fallbrook, and Concord, California,” prepared by William R. Manley in 2003 for the Southwest Division Naval Facilities Engineering Command, which supported the assessments made in the Self and JRP reports that none of the buildings and structures at MOTCO are eligible for listing in the NRHP.

According to the findings in the 2009 JRP report, these studies concluded “that properties must have important, direct associations with character-defining events and features of the distinct military eras. Under both evaluations, the continuing generalized ordnance transfer function of Concord Naval Weapons Station (CNWS) [now MOTCO] lacks these direct associations. Further, both reports reaffirm the evaluation that the buildings and structures at CNWS are common prototypes that lack architectural significance” (JRP 2009). The previous Self and JRP reports, and the JRP and Foster Wheeler Environmental and Manley studies were extensive and thoroughly covered the potential for eligibility for buildings and structures at MOTCO based on the application of the criteria for listing in the NRHP.

This update does not re-evaluate the conclusions of the previous reports and studies. This report affirms their validity and applies similar assessment and consideration to those resources at MOTCO that will reach 50 years of age within the effective period of 2011-2016 ICRMP. This update report finds that the passage of time has not affected the previous determinations of eligibility. Previous inventories and evaluations found that many of the buildings and structures at MOTCO failed to meet the threshold for significance and had diminished integrity. In all cases, this update report finds that the resources have undergone additional diminished integrity and the passage of time has not resulted in a change to the previous determinations or the historic significance of the buildings and structures.

1.5 Conclusions

None of the buildings and structures have become eligible for their association with significant trends or events in American history (Criterion A), none have been found to be directly associated with significant persons in American history (Criterion B), none have been found to be significant for their architectural qualities, for their association as the resulting work of a master, or as a significant representation of a type, period, or method of construction (Criterion C), and none have been found to yield, or determined to be likely to yield information important to history or prehistory (Criterion D).

2. Historical Overview of Military Ocean Terminal Concord

The previous inventories and reports from 1993, 1998, and 2009 as well as the 2011-2016 ICRMP have extensively covered the historical overview of MOTCO. Portions of those reports are excerpted in order to provide context to the historic-era buildings and structures included in this update report. Because the buildings and structures in this report date to World War II and the Cold War, the historic overview will cover only those eras. The Navy era covers World War II, the Cold War, and the period of time up until the 2005 BRAC and official transfer of property to the Department of the Army (Army) in 2008. The Army presence at MOTCO overlaps with the Navy, beginning with their presence as a tenant on the installation in 1999.

2.1 World War II Era at MOTCO: 1942-1945

At the time of the attack on Pearl Harbor in December 1941, the Navy had limited munitions storage capabilities on the West Coast. The principal Naval Ammunition Depot was in Hawthorne, Nevada, which was a safe location for storing and manufacturing munitions, but inconvenient for loading ammunition on ships from the various San Francisco Bay Navy stations. There was also an ammunition depot at Mare Island. The utility of the Mare Island facility, however, was limited by its size and by the fact that many of the larger Navy ships could not dock there, owing to the shallowness of the waters in the Mare Island Strait.

As early as 1940, the Navy began looking for a Bay Area site for a new and larger ammunition depot to serve Naval stations in northern California. Navy planners were aware of the Port Chicago site, owing to the ship manufacturing that had been accomplished there during World War I. Navy planners judged that most of the infrastructure – railroad tracks, wharf facilities, and so forth – at the site would need to be replaced (ICRMP 2011). As one observer noted, however, “The great value of this site lies in its complete isolation from habitation and industrial activity” (Self 1993).

In January 1942, the Navy acquired 640 acres of land in what is now the Tidal Area and commenced a rapid construction of docks, barricaded railroad sidings, as well as residential and administrative buildings. In 1944 and 1945, the Navy expanded the facility by acquiring the Inland Area, which included more than 5,000 acres. It was here that the Navy built the bulk of its munitions magazines as well as a small air facility. During the same period, the Navy further expanded the Tidal Area in order to construct new housing and recreational and administrative structures (ICRMP 2011).

The ammunition depot at Port Chicago was one of the busiest such facilities in the United States and was described as “the principal ammunition loading port and storage point for ammunition and high explosives on the Pacific Coast” (JRP 1998). The most notable event of the war era occurred on July 17, 1944, when two massive explosions ripped through the Tidal Area. Two ships, a pier, and most of the Navy’s base in the Tidal Area were destroyed, and 320 people were killed and 390 injured. Most of those killed were “colored enlisted personnel,” who had been assigned the dangerous duty of loading explosives on waiting ships. The surviving personnel were subsequently relocated to Mare Island Naval Ship Yard and ordered to load ships there. Their refusal to handle more explosives until safety precautions had been taken resulted in an incident that is commonly called the “Port Chicago Mutiny.” The tragedy resulted in

a major period of construction at the port, to repair damage and to provide a higher level of safety for the workers (Self 1993).

It was during the latter part of World War II that Building E-100, the “Jolly Roger” Winch Trainer, was built in the Tidal Area. Built in 1944, this facility provided specialized training in ammunition and explosive cargo handling and was used to train winch operators and hatch tenders both civilian and military. The winch, a “Burton Winch” type operation, was used for break bulk cargo operations, as well as to train personnel on how to use ship equipment (Ramirez, 2012c).

In the years since 1945, MOTCO continued to function in much the same manner as it did during World War II. Its command structure, however, has changed repeatedly. In 1945, the facility was still a sub-installation, or annex, to the Naval Ammunition Depot at Mare Island. In 1946, it was redesignated the “Naval Magazine Port Chicago,” and established as a separate facility, independent of Mare Island. In time, the depot at Mare Island would be designated as an annex to the Concord facility (ICRMP 2011).

2.2 Cold War Era at MOTCO: 1946-1989

Naval Magazine Port Chicago experienced three periods of rapidly accelerated activity during the Cold War Era, which is defined as the period between 1946 and 1989. These three periods consist of the Korean War era of the late 1940s through the early 1950s, the Vietnam War of the 1960s and early 1970s, and during the general military build-up of the late 1970s through the 1980s. The Concord facility was active during the Korean War, handling 75 percent of the all ammunitions that were sent to the Korean Peninsula. At that time, the installation continued to utilize the existing World War II era buildings and structures. After the end of the Korean War, the Navy consolidated Port Chicago and Naval Ammunition Depot (NAD) Mare Island facilities on December 16, 1957. At that point, Port Chicago became the NAD Concord with the Mare Island Annex. In 1958, NAD Concord also took control of the Naval Net Depot Tiburon facility that had operated during World War II and the Korean War (ICRMP 2011).

In 1963, NAD Concord became the U.S. Naval Weapons Station (NWS) Concord to reflect that facility’s shift from handling conventional ordnance to more sophisticated weaponry. During the Vietnam War years, NWS Concord continued to serve as the principal port for the transshipment of ordnance to the U.S. troops in Southeast Asia. At that time, the Navy began to replace and/or supplement the World War II-era facilities with new buildings and structures, ranging from new housing to new administrative buildings to new magazines. In 1968, the Navy condemned the buildings from the old town of Port Chicago as part of its program to provide a buffer zone around the depot. In 1969, the buildings were vacated and all of the town’s buildings and structures were demolished (JRP 1998).

A third major phase of new construction occurred during the 1980s at the end of the Cold War, a time of accelerated military construction throughout the United States. New buildings at the installation from this period range from housing units to administrative buildings to magazines. One important addition to the installation in the 1980s was the establishment of the “Q Area,” a 48-building complex in the Tidal Area for storing and maintaining special weapons (JRP 1998). The end of the Cold War in 1989 led a substantial reduction in transshipment and storage and in workforce personnel at MOTCO (JRP 2009).

During the Cold War Building E-100 continued to function as a training facility for specialized training in ammunition and explosive cargo handling. At MOTCO, there was minimal equipment and

training, though a forklift school is also known to have operated at the installation. Barracks were built around Building E-100 and personnel from home-ported ships had access to Building E-100 for training opportunities. Those barracks have since been moved to the Inland Area or demolished, and ships are no longer home-ported at MOTCO. As a type of mock, dry land ship, training at Building E-100 included using the ship's gear for crane operations, using mobile cranes for loading and off-loading cargo, and handling ammunitions by using inert bombs. In 1982, work orders were issued to stabilize and shore up the internal structure of Building E-100. In 1988, a load test conducted by Walnut Creek company Moffatt and Nichol Engineers recommended that repairs of Building E-100 be completed before it was used again for training purposes. Internal memorandums indicate there was discussion about moving Building E-100 to the Inland Area to avoid explosive arcs and to upgrade the structure, but this never occurred. Most of the training equipment used as part of training at E-100, such as the inert bombs, was removed after the BRAC occurred at MOTCO (Ramirez 2012c).

In the 1990s, the Tidal Area became the primary focus of new development, with the upgrade of Pier 3, the addition of eight rail and truck explosives holding yards, and construction of the new Concord Port Terminal Operations Building for use by the Army. In 1992, the site of the 1944 Port Chicago Naval magazine explosion was dedicated as a National Memorial (Manley 2003). In March 1998, MOTCO went from operating as an independent installation to operating as NWSSBD Concord. The following year, NWSSBD Concord's port operations in the Tidal Area were transferred to the Army, and magazine field in the Inland Area went to a reduced operational status (ICRMP 2011).

In 1995, Congress accepted a proposal under the Defense Base Closure and Realignment Commission ("BRAC Commission") recommendation to close the Oakland Army Base, 27 miles southwest of Concord. This closure caused its tenant, the 1302nd Major Port Command, to relocate from the Oakland Army Base to Concord and become a tenant of the NWSSBD Concord in 1997. On October 1, 1997, the Army's 1302nd Major Port Command was relocated from the Oakland Army Base to NWSSBD Concord and became the 834th TB. MOTCO was established on 1 October 1999 as a tenant command at NWSSBD Concord. Operating under an Indefinite Use agreement, the Army assumed responsibility for operations and maintenance of all facilities and structures in the Tidal Area (ICRMP 2011).

2.3 Base Realignment and Closure 2005

From 1941 until the 2008 BRAC, MOTCO was a Navy installation. On September 8, 2005, the BRAC Commission recommended a set of domestic realignment and closure actions (BRAC Commission 2005). These recommendations were approved by the President, forwarded to Congress, and became law in accordance with the Defense Base Closure and Realignment Act of 1990, Public Law 101-510 as amended. Accordingly, the DoD closed the majority of the Inland Area of NWSSBD Concord. The City of Concord was designated as the Local Reuse Authority for the approximately 5,028 acres of Navy property that was declared surplus. The approximately 115-acre retained Inland Area and the approximately 6,526-acre retained Tidal Area were transferred from the Navy to the Army in October 2008.

3. Period of Significance and Historic Context

Establishing a period of significance provides a period (when) a resource may be considered eligible for listing in the NRHP, while the historic context provides the association (why) a resource may be eligible. Period of significance and historic context are particularly important for those resources that may be eligible due to their association with important events. Temporally, the physical structure must have been present at the time of the important historic event as a “witness” to that moment or span of time in American history. Moreover, in terms of physical presence, the historic event must have occurred on or around the building or structure in order to be potentially eligible for its association with that event (U.S. Department of the Interior 1998).

3.1 Period of Significance

As has been established in previous reports, the essential historical themes and role of MOTCO has been the transshipment of ordnance for the Naval Fleet. This is best characterized during World War II (1942 to 1945) and the Cold War (1946 to 1989). As a result, the period of significance for potential “historic properties” (cultural resources eligible for listing in or listed in the NRHP) at MOTCO is 1942 to 1989.

3.2 Historic Context

The historic context is a narrative statement that groups information about a series of historic properties based on a shared theme, specific time period, and geographical area. A well developed historical context helps determine the association between property types and broad patterns of American history. Once this linkage is established, each resource’s potential to address specific research issues can be explained. As described in the *California Historic Military Buildings and Structures Inventory*, completed in 2000 by JRP Historical Consulting Services and Foster Wheeler Environmental, there are three factors in determining a resource’s eligibility to the NRHP: (1) the strength of association to NRHP Criteria A-D, (2) the importance (or rarity) of the property type, and (3) the integrity of the resource.

There have been two established historic contexts developed for MOTCO. The first, identified in the 1993 Self report, applied to the pre-1946 buildings and structures on the installation. That historic context evaluated those resources and how they related to the development of Navy bases in the San Francisco Bay Area from 1942 to 1945 and how those installations may have played an important role in the storage and shipment of munitions for the Pacific Naval Fleet during World War II. Within this update report, only Building E-100, built in 1944, dates to this time period. However, in terms of function, Building E-100 does not directly relate to this developed historic context.

The second historic context, identified in the 1998 JRP report and further developed in the 2009 JRP report, described the historic context for post-World War II era buildings and structures as transshipment of ordnance for the Navy during the Cold War and more specifically during three specific eras: (1) The Early Cold War: 1946 to 1963, (2) The Vietnam Era: 1964 to 1972, and (3) The Post-Vietnam Era to the End of the Cold War: 1973-1989. Other than Building E-100, all of the other resources described in this update report date within the 1946-1989 period and can be directly related to the functions described in this context.

Building E-100, also known as the “Jolly Roger” Winch Trainer, does not fit within the previously established historic contexts for World War II era properties or for Cold War era properties because its function, as a winch trainer facility to assist military and contract personnel with learning to operate ship and cargo equipment, is neither within the framework of the direct role the installation played in the development of Navy bases in the San Francisco Bay Area from 1942 to 1945 (when it was built), nor does it fall specifically within the support function role of the other buildings and structures involved with transshipment of ordnance during the Cold War era. Normally this lack of association would result in a finding of “not eligible” for a resource since it does not fall within the established historic contexts for the area.

However, Building E-100 was specifically identified in the 2011-1016 ICRMP as a potentially rare resource that required re-evaluation. Its active and functioning life was primarily during the Cold War, from 1946 until 1988, when the training building was effectively mothballed. As a result, Building E-100 falls within the historic context developed by the U.S. Army Corps of Engineers, Engineer Research and Development Center (ERDC) titled *Military Training Lands Historic Context: Training Village, Mock Sites, and Large Scale Operations Areas*. The ERDC historic context pertains to Army and Air Force guidance, which has been established to set up an initial framework for the inventory and evaluation of Cold War historic properties.

The ERDC historic context suggests that training lands should be placed within their context of the whole landscape, including related buildings, structures, firing lines, target mechanism, and other range features. The importance of the training lands also depends on the mission of the installation where the facility is located and should be examined with a more broad approach to account for any features that might be related to the training lands (ERDC 2010). Building E-100 will be re-evaluated using the ERDC historic context relating to Military Training Lands.

4. Property Types at Military Ocean Terminal Concord

In the previous building inventory and evaluation reports the buildings and structures at MOTCO were recorded under “property type” designations. As defined by the Secretary of the Interior’s Standards and Guidelines “property type” refers to “a grouping of individual properties based upon shared physical or associative characteristics” (Department of the Interior 1983). In order to establish if buildings and structures may be classified as a property type a thorough examination of the historic context must be conducted. This was previously well documented in the 1993 Self report, as well as the 1998 and 2009 JRP reports and the subsequent historic context studies undertaken by JRP and Foster Wheeler Environmental in 2000 and by Manley in 2003. The ERDC 2010 historic context was also examined for its applicable property types.

Using as a foundation the historic context developed for MOTCO, which covers its role in World War II and the Cold War, distinct property types were established based primarily on function and use throughout the Navy and Army periods at MOTCO. The property types have been established as resulting from the overall installation’s “central role in the transshipment of ordnance for the Pacific fleet throughout the major military campaigns of the twentieth century” (JRP 2009). In previous inventories of the resources updated in this report, it was often noted that the buildings and structures were no longer functioning in their original capacity. All of the resources discussed in this update report (except Building 161, which is recorded as a newly identified resource) were last surveyed and evaluated in either 1993 or 1998. Except in a few cases, the resources have been similarly affected by the changing mission of MOTCO and many have been abandoned or are slated for demolition. Only three buildings (262, A-31, and IA-2) are still actively used in some kind of support role for the current MOTCO mission.

4.1 World War II and Cold War Property Types

The use of buildings and structures at MOTCO are generally not restricted to either the World War II or Cold War eras. Those buildings and structures built during World War II were often still used during the Cold War. In addition, those resources built during the Cold War often reflected the changing needs of the installation. For example, buildings and structures built for recreational use by soldiers (under the Morale/Recreational Buildings property type) are no longer used for that purpose and have generally been abandoned since soldiers no longer live on the installation. After the Cold War ended many of those buildings and structures built for a specific purpose have been left in place but are no longer used.

In the JRP reports the property types at MOTCO were summarized as falling within nine distinct categories.

- Assorted Pre-Naval Buildings and Structures
- Magazines
- Ordnance Handling Buildings and Structures
- Public Works and Support Buildings and Networks
- Morale/Recreational Buildings
- Monuments
- Administrative Buildings

- Residential Buildings
- Hospital Buildings

A totally of 47 different DPR 523 forms cover the entirety of the resources at MOTCO since they were grouped by structural type or function, and the 14 buildings and structures discussed within this update report fall within three of those nine property type categories listed above. Two resources were removed from further consideration. In addition to the previously identified property types, Military Training Lands has also been identified in this update report as a valid Cold War era property type for MOTCO. A comparison of the facility ID numbers, description, thematic DPR form grouping and property type is shown on Table 3. Those categories are briefly discussed below, as established in the 1998 and 2009 JRP and the 2010 ERDC reports.

Table 3. Building Update Report Classifications

Building	Description	Thematic DPR Form	Property Type
99	Access Control for B-210	Security and Safety Buildings	Public Works and Support Buildings
155	Snack Bar	Morale, Welfare and Recreation	Morale/Recreation Buildings
160	Steam Plant for Pier 2	Piers Complex	Ordnance Handling Buildings and Structures
161	Diesel Above Ground Storage Tank	Piers Complex	Ordnance Handling Buildings and Structures
172	Seal Island Lighter Berths (East)	Moorings and Wharves Complex	Ordnance Handling Buildings and Structures
173	Seal Island Lighter Berths (West)	Moorings and Wharves Complex	Ordnance Handling Buildings and Structures
262	Inland Army Security	Public Works	Public Works and Support Buildings
A-29	Lumber Salvage Shop	Old Lumberyard	Ordnance Handling Buildings and Structures
A-31	Ammunition Transfer Building	Barricaded Buildings	Ordnance Handling Buildings and Structures
A-32	Administrative/Security	Security and Safety Buildings	Public Works and Support Buildings
E-100	Jolly Roger Winch Trainer	E-100 (Individually recorded)	Military Training Lands
E-112	Winch Trainer Electrical Building	Utilities and Services Buildings	Military Training Lands
IA-2	Pass and ID Office	Security and Safety Buildings	Public Works and Support Buildings
IA-59	Tennis Court	MWR-Outdoor Court/Field	Morale/Recreation Buildings

4.1.1 Ordnance Handling Buildings and Structures

This property type includes railroad barricaded sidings, a weapons quality evaluation center, weapons maintenance buildings, and weapons assembly buildings. MOTCO’s past and current mission has primarily been that of a storage and shipment terminal rather than research, design, and testing of weaponry so many of the buildings and structures on the installation exist to serve as logistical support and temporary storage. Most of the buildings and structures within this property type date from the Cold War Era. From this update report buildings 160, 161, 172, 173, A-29, and A-31 fall within this property type.

4.1.2 Public Works and Support Buildings

This property type includes a variety of basic support buildings and networks that include the vehicular roadways, railroads, maintenance buildings, storage sheds, and various utility facilities. Buildings and structures that fall within this property type were more often used as everyday support for MOTCO. From this update report buildings 99, 262, A-32, and IA-2 fall within this property type.

4.1.3 Morale/Recreational Buildings

Buildings and structures within the Morale/Recreational Buildings property type served as key personnel support facilities for a variety of social and physical functions. These resources were not

directly associated with the MOTCO's mission but instead provided recreational opportunities for personnel working on the installation. From this update report buildings 155 and IA-59 fall within this property type.

4.1.4 Military Training Lands

Buildings within this property type indirectly supported the installation's mission by training military and civilian personnel. As described in ERDC's 2010 *Military Training Lands Historic Context: Training Village, Mock Sites, and Large Scale Operations Areas*, Military Training Lands could include training villages, mock sites such as ship mock-ups, parachute training, trench training, close combat courses, infiltration courses, and large scale operation areas. From this update report buildings E-100 and E-112 fall within this property type though Building E-112 was originally identified as a property type within the Public Works and Support Building designation. However, its role directly associated with Building E-100 suggests reclassifying it under the newly identified Military Training Lands property type.

4.2 Resources Removed From Further Consideration

Two resources on the list of resources identified in the 2011-2016 ICRMP as requiring re-evaluation were removed from consideration. Building 115, a guard shack in the Tidal Area on Christenbury Road, was removed during the Pier Security/Lot 2 upgrade project at MOTCO. It was replaced with a newer guard shack and as such, Building 115 no longer exists. As a result it requires no further consideration in this update report.

Building IA-5 was identified in the 2011-2016 ICRMP as a "Diesel Above Ground Storage Tank" built in 1951. However, all previous documentation indicates that Building IA-5, built in 1945, was a warehouse/storage facility within the Inland Area BRAC area and is no longer on MOTCO. MOTCO records also indicate that IA-5 is the above ground diesel tank near Building IA-2, but that tank was installed in 2008 and would require no recordation and evaluation (Ramirez, 2012a). Because Building IA-5 could not be confirmed as the existing Building IA-5 due to the conflict in dates, and would not require recordation and evaluation if it were the recently installed above ground diesel tank near Building IA-2, it was removed from further consideration for this update report.

5. National Register of Historic Places Evaluation

The NRHP is the official list of cultural resources recognized for their national, state, and local significance in American history, architecture, archeology, engineering, and culture, and worthy of preservation (U.S. Department of the Interior 1997). A “historic property” is a very specific term, defined as a resource that is eligible for listing, or listed, in the NRHP. To be eligible for listing in the NRHP, a historic resource must meet one of the four significance criteria defined by Title 36, Part 60, of the Code of Federal Regulations (36 CFR 60). As a baseline, a resource must be at least fifty years of age to be considered a historic property. Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP. In addition to the significance criteria, the National Park Service has identified components that must be considered in the evaluation process, including historic context and integrity. Determining a resource’s potential eligibility for listing in the NRHP is the crucial step in any federal agency’s actions and responsibilities to comply with the NHPA.

5.1 Regulatory Setting

Section 110 of the NHPA governs federal agency programs by providing for consideration of historic preservation in the management of properties under Federal ownership or control. Originally a codification of Executive Order No. 11593, Section 110 established special preservation responsibilities for Federal agencies with an emphasis on property management activities. Section 110 also requires each Federal agency to establish a historic preservation program that must: (1) provide for the identification and protection of the agency’s historic properties, (2) ensure that such properties are maintained and managed with due consideration for preservation of their historic values, and (3) contain procedures to implement Section 106, all which must be consistent with Advisory Council on Historic Preservation (ACHP) regulations.

The procedures a Federal agency establishes must provide a process for identification and evaluation of historic properties for listing in the NRHP, and treatment of those properties within the Federal agency’s management or control. Typically, this process is accounted for in management plans like an ICRMP. Within that management process there must be provisions for consultation with the SHPO, potentially interested Native Americans, and the ACHP, as appropriate.

5.2 National Register of Historic Places Evaluation Criteria

The provisions for listing in the NRHP (36 CFR 60.4) are outlined below.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that

represent a significant and distinguishable entity whose components may lack individual distinction; or

- (d) That have yielded, or may be likely to yield, information important in prehistory or history.

Meeting one or more of the criteria for eligibility is not enough to determine a resource as eligible for listing in the NRHP. In order to meet eligibility, a resource must have also retained a majority of the integrity considerations. Historic integrity is the composite effect of seven qualities: location, design, setting, materials, workmanship, feeling, and association. Decisions about historic integrity require professional judgments about whether a resource today reflects the spatial organization, physical components, and historic associations that it attained during the period of significance. A resource's period of significance becomes the benchmark for measuring whether subsequent changes contribute to its historic evolution or alter its historic integrity.

Historic integrity requires that the various characteristics that shaped the land during the historic period be present today in much the same way as they were historically. No landscape will appear exactly as it did 50 or 100 years ago. The general character and feeling of the historic period, however, must be retained for eligibility.

The prescribed steps in assessing integrity are (1) define the essential physical features that must be present for a property to represent its significance, (2) determine whether the essential physical features are visible enough to convey their significance, (3) determine whether the property needs to be compared with similar properties, and (4) determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present (U.S. Department of the Interior 1997).

5.3 Evaluation of Representative Property Types at MOTCO

To evaluate resources in accordance with Federal guidelines, these sites must be examined to determine whether they are examples of a defined property type. The property type is a grouping of individual properties based on shared physical or associative characteristics. Through this evaluation, each site is viewed as representative of a class of similar properties rather than as a unique phenomenon.

As was previously discussed, the 2009 JRP report determined that properties at MOTCO must have important, direct associations with character-defining events and features of the distinct military eras, as was established in the historic contexts applicable to the installation. As was determined in the previous evaluations by JRP and Self, the continuing generalized ordnance transfer function of MOTCO lacks these direct associations. It was also further determined that the buildings and structures at MOTCO are common prototypes that lack architectural significance.

The following sections will discuss the buildings and structures included in this update report and how their current inventory and evaluation alters or affirms the previous determinations of eligibility. A brief discussion of each building as it appeared in 1998 is followed by the building's current appearance. A summarization of the NRHP eligibility for the buildings is grouped by property type under each section. The original and updated DPR forms are included in Appendix B.

5.3.1 Ordnance Handling Buildings and Structures

Building 160

From its recordation in 1998, Building 160 was described as a miscellaneous support structure located near the piers in the Tidal Area. Built in 1965, it is a pre-engineered building currently used by Public Works for storage. Physically, Building 160 was described as a small, 576 square foot building clad in metal panels on the walls and roof, with a sliding metal door in the south (gable-end) elevation. In 1998 the description also read: “Metal louvers are the only opening on the east side, while there is nine-lite industrial metal frame window on the west wall. A metal personnel door provides access to through the north elevation” (JRP 1998).

Since 1998, Building 160 has remained relatively unchanged, except for increased rust on the exterior and lack of maintenance to the building as a whole. Records at MOTCO indicate it has not had any repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building 160 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Piers Complex Buildings, possess historic or architectural significance. Although Building 160 served a function within MOTCO’s logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building 161

MOTCO records show the description for Building 161 as the “Old Parade Ground,” which is currently within the BRAC portion of the Inland Area. The 2011-2016 ICRMP identified Building 161 as a “Diesel Above Ground Storage Tank” and further examination of MOTCO records identified it as a diesel tank that was used by Building 160. The tank itself has been removed, leaving the concrete cradle in place (Ramirez, 2012a). Since Building 161 had not been recorded and evaluated in previous inventory reports, it was fully recorded on DPR 523 forms and evaluated for listing in the NRHP.

Slightly elevated from the ground, the three part concrete cradle is a structure typical as a foundation for a heavy rounded or drum style tank. Each of the rounded supports is lined with a strip of sheet metal, which have both been warped and rusted due to exposure to the elements. Building 160, directly associated with Building 161, was evaluated in 1998 and it was determined that it did not possess historic or architectural significance. Building 161 does not appear to be eligible for listing in the National Register because it does not individually, or as a contributor to other structures, buildings, or objects, possess historic or architectural significance. Although it served as a part of MOTCO’s historic logistical support operation, the concrete pad does not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Further, the concrete cradle is merely a remnant of the diesel storage tank that previously supported Building 160, the Steam Plant for Pier 2 and while it may have been crucial to the performance of MOTCO’s historic mission, it has been heavily modified by the removal of the tank so that the loss of integrity is significant.

Buildings 172 and 173

In 1998, Buildings 172 and 173 was recorded and described as “the eastern (12 dolphins) and western (21 dolphins) series of moorings along the south side of the Seal Island.” Installed in 1965, the

dolphins were designed by the 12th Naval District Public Works Office and are made of timber piles and bracing bents, in groups of nine or twelve, driven into the channel bottom at intervals of 50 feet, and linked by a 1 ¼ inch chain guard. The wales holding the tops of the piles together are 12 foot by 12-foot beams and the fenders are eight feet by eight feet (JRP 1998).

Because Buildings 172 and 173 are located off shore and in the water, they could not be field checked. However, records at MOTCO indicate that they have not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Buildings 172 and 173 did not appear eligible for listing in the NRHP because they did not, individually or grouped with other Moorings and Wharves Complex structures, possess historic or architectural significance. Although Buildings 172 and 173 served a function within MOTCO's logistical support operation, they did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building A-29

In its initial recordation from 1998, Building A-29 was described as a lumber storage shed located at the end of Davidson Road. Built 1951, Building A-29 was flanked by two railroad spurs and was physically described as “an open storage shed with no walls” with “Y” shaped timber braces that supported a wood plank shed roof to cover an area of about 14,000 square feet (JRP 1998).

In the years since its recordation in 1998, Building A-29 appears to have been largely abandoned. However, metal reinforcements have been added around the pilings and columns for stability and the rafters and eaves of the structure are well populated with bird's nests. The structure appears to be structurally compromised and is no longer used for storage of lumber. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building A-29 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Old Lumberyard Buildings, possess historic or architectural significance. Although Building A-29 served a function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building A-31

In 1998, Building A-31 was described as a steel frame building about 105 feet long and 24 feet wide with a side-gabled roof form. The building “rests on a concrete foundation that rises about four feet above grade to create loading dock platforms on either side of the building” and was built in 1955. Building A-31, a transfer depot was designed by Sverdrup & Parcel, Inc. “is completely sheathed in corrugated asbestos cement panels, including the roof.” The foundation was noted as extending about 13 feet beyond the east elevation to form a loading dock along the entire length of the east elevation, which faced a paved lot designated for truck access. Additionally, a railroad siding ran along the western side of the building where the foundation was flush with the wall along the southern 60 feet of the building and berms surrounding Building A-31 included an “L” shaped berm running along the western and northern sides of the building with a short berm along the southern side (JRP 1998).

Building A-31 has remained relatively unchanged since its initial recordation. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building A-31 did not appear eligible for listing in the NRHP because it did not,

individually or grouped with other Barricaded Buildings, possess historic or architectural significance. Although Building A-31 served a function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

National Register of Historic Places Evaluation of Buildings 160, 161, 172, 173, A-29, and A-31

At the time of their recordation in 1998, Buildings 160, 172, 173, A-29, and A-31 were not yet fifty years of age. Now that Buildings 160, 172, 173, A-29, and A-31 have reached the threshold for consideration for eligibility for listing in the NRHP, the previous determination of eligibility is still valid. Building 161 had not been previously evaluated for listing in the NRHP, but the following evaluation is applicable. In the years since its evaluation Buildings 160, 172, 173, A-29, and A-31 (and newly recorded Building 161) have not achieved significance as representing trends or events in American history (Criterion A), have not been found to be directly associated with significant persons in American history (Criterion B), have not been found to be significant for their architectural qualities, for their association as the resulting work of a master, or as a significant representation of a type, period, or method of construction (Criterion C), and have not been found to yield, or determined to be likely to yield information important to history or prehistory (Criterion D). Therefore, Buildings 160, 161, 172, 173, A-29, and A-31 are not eligible for listing in the NRHP.

5.3.2 Public Works and Support Buildings

Building 99

In its initial recordation from 1998, Building 99 was described as a guardhouse located in the Tidal Area near Railroad Barricaded Siding B210. It was located inside the perimeter fence for the siding and Kaiser Engineers designed the structure as part of their contract for the Building 97 Complex in 1960. Physically, Building 99 was described as "a small concrete block building with a flat roof that extends beyond all four walls to create a deep overhang. Industrial metal sash with awning type opening sections punctuate each of the elevations. The building has a concrete foundation and a concrete pad leads to the only personnel entry, a glazed (single pane) metal door set asymmetrically in the south elevation" (JRP 1998)

Other than extensive rust on the door, window ledges, and overhang, Building 99 has remained relatively unchanged since its initial recordation. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building 99 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Security and Safety Buildings, possess historic or architectural significance. Although Building 99 served a security and safety function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building 262

In 1998, Building 262 was described as an approximately 2,700 square foot concrete block structure with a shallow end-gable roof form. The built up roof appeared to be covered with gravel and bands of metal sash along the east and west elevations were completely obscured by metal awnings. Built in 1959, metal personnel doors provided access at the gable ends of the building (JRP 1998).

Since 1998, Building 262 has undergone numerous modifications. The Department of Emergency Services at MOTCO is currently housed in Building 262 and security upgrades were made to the building. Additionally, the exterior of Building 262 has been painted and fencing has been added close to the structure in part due to its location near the front gate of MOTCO (Ramirez, 2012b). A satellite dish has been added to the roof and ephemeral material such as barbecues, chairs, chaise lounges, and an umbrella are located around the exterior of the building. In 1998, it was determined that Building 262 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Public Works Buildings, possess historic or architectural significance. Although Building 262 served a function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building A-32

Built in 1955, Building A-32 was described in 1998 as the "former Gate House for the old main entrance to the Tidal Area." Constructed on concrete block on a concrete slab foundation, the building was topped by a shallow sloped shed roof. A small building of 24 square feet, "metal frame industrial sash appear in all four elevations, small double-hung one-by-one on the north side at the restrooms and multi-paned sash of various sizes with pivot openings on the other sides. Building A-32 had one door, a hollow core flush wood door with a transom set in the center of the west elevation" (JRP 1998).

Building A-32 shows signs of degradation (rust, peeling paint) due to lack of use. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building A-32 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Public Works Buildings, possess historic or architectural significance. Although Building A-32 served a security and safety function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building IA-2

In 1998, Building IA-2 was identified as the "Police Station" at the main gate, a composite structure that encompassed several additions. It was noted that "the original gate house, designed by W.D. Peugh and Associates was a roughly 19-foot square structure that is not hidden by subsequent additions." Built in 1951, modifications include an "L" shaped space around the southeast and southwest sides, and a new entrance to the southwest side (added in 1979). Building IA-2 was described as a concrete block building about 1,900 square feet in size with a concrete slab shed roof. A concrete ramp with metal railings was added to the main entrance of the building and the windows were described as "either industrial metal sash with horizontal pivot openings or aluminum sliding windows (JRP 1998).

Similar to Building 262, Building IA-2 serves an active security function at MOTCO and has had repairs, modifications, and maintenance completed. Security upgrades have been completed for Building IA-2, the exterior has been painted, and the bathroom upgraded (Ramirez, 2012b). In 1998, it was determined that Building IA-2 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Public Works Buildings, possess historic or architectural significance. Although Building IA-2 served a security and safety function within MOTCO's logistical support

operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

National Register of Historic Places Evaluation for Buildings 99, 262, A-32, IA-2

At the time of their recordation in 1998, Buildings 99, 262, A-32, and IA-2 were not yet fifty years of age. Now that Buildings 99, 262, A-32, and IA-2 have reached the threshold for consideration for eligibility for listing in the NRHP, the previous determination of eligibility is still valid. In the years since their evaluation Buildings 99, 262, A-32, and IA-2 have not achieved significance as representing trends or events in American history (Criterion A), have not been found to be directly associated with significant persons in American history (Criterion B), have not been found to be significant for their architectural qualities, for their association as the resulting work of a master, or as a significant representation of a type, period, or method of construction (Criterion C), and have not been found to yield, or determined to be likely to yield information important to history or prehistory (Criterion D). Therefore, Buildings 99, 262, A-32, and IA-2 are not eligible for listing in the NRHP.

5.3.3 Morale/Recreational Buildings

Building 155

Built in 1964, Building 155 was described in 1998 as a snack stand used by personnel and their families in the pool, tennis court and picnic grounds in the Officer's Housing area. The swimming pool has been removed from the area (JRP 1998).

Since 1998, Building 155 remains largely unchanged. There is evident wood rot in the side wood panels of the structure and padlocks have been added to bar access. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building 155 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Morale/Recreational Buildings, possess historic or architectural significance. Although Building 155 served a recreational function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

Building IA-59

Built in 1957, Building IA-59 was described in 1998 as "located near the Picnic Grounds in the Officer's Housing Area and surrounded by a tall fence." Similar to Building 155, Building IA-59 was used for recreational purposes by personnel and their families (JRP 1998).

Since 1998, Building IA-59 remains largely unchanged. It suffers largely from neglect, with broken fences, torn netting, rust, abandoned sports equipment, and weed growth. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building IA-59 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Morale/Recreational Buildings, possess historic or architectural significance. Although Building IA-59 served a recreational function within MOTCO's logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general.

National Register of Historic Places Evaluation for Buildings 155 and IA-59

At the time of their recordation in 1998, Buildings 155 and IA-59 were not yet fifty years of age. Now that Buildings 155 and IA-59 have reached the threshold for consideration for eligibility for listing in the NRHP, the previous determination of eligibility is still valid. In the years since their evaluation Buildings 155 and IA-59 have not achieved significance as representing trends or events in American history (Criterion A), have not been found to be directly associated with significant persons in American history (Criterion B), have not been found to be significant for their architectural qualities, for their association as the resulting work of a master, or as a significant representation of a type, period, or method of construction (Criterion C), and have not been found to yield, or determined to be likely to yield information important to history or prehistory (Criterion D). Therefore, Buildings 155 and IA-59 are not eligible for listing in the NRHP.

5.3.4 Military Training Lands

Building E-100

Further evaluation of this property type and potential significance for listing in the NRHP is included in the next section, “5.4 Re-Evaluation of Building E-100.”

Building E-112

In 1998, Building E-112 was described as measuring 21 feet by 19 feet and consisting of reinforced concrete block with a flat built up concrete roof. Built in 1953, the roof has a single air exhaust and the entrance was located in the east elevation and consisted of a three-panel metal door, with louvered vents. Also on the east elevation were two industrial metal sashes with built-out concrete sills. Additionally, “an electrical substation, also built in 1953, sits on a concrete pad just south of the main element and is encircled by cyclone fencing.” Changes to Building E-112 were noted as a metal paneled enclosure with metal louvered vents and a corrugated asbestos cement roof added post-1953 adjoining the west side of the building (JRP 1998).

Since 1998, Building E-112 remains largely unchanged. As a support function to E-100, which is no longer in use, Building E-112 has also suffered from similar neglect. Records at MOTCO indicate it has not undergone repairs or maintenance since 1998 (Ramirez, 2012b). In 1998, it was determined that Building E-112 did not appear eligible for listing in the NRHP because it did not, individually or grouped with other Utilities and Services Buildings, possess historic or architectural significance. Although Building E-112 served a function within MOTCO’s logistical support operation, it did not make a significant contribution to the understanding of that mission or to the Cold War era in general. Further discussion on Building E-112 and how it was associated with Building E-100 as part of the Military Training Lands property type is included in the next section of this update report.

National Register of Historic Places Evaluation for Building E-112

At the time of its recordation in 1998, Building E-112 was not yet fifty years of age. Although Building E-112 has reached the threshold for consideration for eligibility for listing in the NRHP, the previous determination of eligibility is still applicable. In the years since its evaluation Building E-112 has not achieved significance as representing trends or events in American history (Criterion A), has not

been found to be directly associated with significant persons in American history (Criterion B), has not been found to be significant for its architectural qualities, for its association as the resulting work of a master, or as a significant representation of a type, period, or method of construction (Criterion C), and has not been found to yield, or determined to be likely to yield information important to history or prehistory (Criterion D). Therefore, Building E-112 is not eligible for listing in the NRHP.

5.4 Re-Evaluation of Building E-100

This section was separated out from the previous evaluation of property types at MOTCO because Building E-100 was specifically identified in the 2011-2016 ICRMP for re-evaluation “with a special emphasis on its unique function during the World War II era, and if possible, analysis of how many other structures of this type remain within the DoD in order to better assess this building’s rarity.”

Building E-100 was built in 1944 and would have been used as a winch trainer facility for the last two years of World War II. However, the more active use of the training facility occurred from the start of the Cold War in 1946 until 1988 when it was determined to need repairs and no longer used. Building E-100 played a role in training military and civilian personnel in the handling of cargo and ordnance. In order to be determined significant under the existing historic context, Building E-100 would need to possess significance as a Military Training Land operated during the Cold War, and would need to have retained a majority of the integrity consideration factors.

In order to possess significance as a Military Training Land, Building E-100 must be examined as potentially a part of the landscape, to include other associated aspects of an overall training complex. At present Buildings E-100 and E-112 are the only remnant buildings of the training activities that occurred at MOTCO. The barracks that surrounded the area at one point, and that housed the personnel who were there to train, have been removed. A current aerial photograph of Building E-100 shows that the only buildings that remain in the area are E-61, E-82, E-101, E-103, and E-112 (Figure 5).

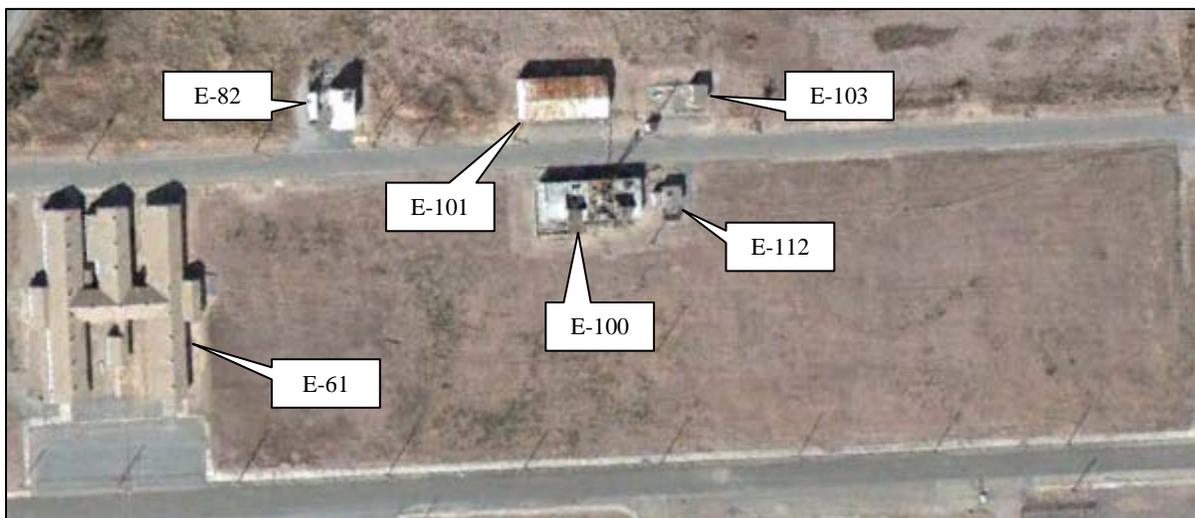


Figure 5. Aerial Photograph of Buildings Surrounding E-100, 2012

Building E-61 was the Old Mess Hall, built in 1942 and used in conjunction with the barracks that once existed in this area to house and feed personnel at MOTCO. At present it is used for general



Figure 6. 1948 Aerial of Building E-100



Figure 7. 1958 Aerial of Building E-100



Figure 8. 1988 Aerial of Building E-100

warehouse storage. Building E-82 was built in 1943 and was used for electrical distribution. Located across Christenbury Road from Building E-100, Building E-101 was built in 1944 and was used for operational storage. Building E-103 was built in 1945 and has been used for storage. And Building E-112 is located next to Building E-100 and is the Winch Trainer Electrical Building that powered the training facility at Building E-100.

As an effort to examine the landscape around E-100 to determine if a larger training complex may have existed, aerial photographs from 1948 (Figure 6), 1958 (Figure 7), and 1988 (Figure 8) were compared to the current landscape as shown in Figure 5. Building E-100 in shown outlined in red in Figures 6-8.

As shown in the aerial photographs, the landscape around Building E-100 has changed greatly since 1948, soon after the winch trainer was built, and the most recent aerial photography in 2012 (Figure 5). The buildings and structures around Building E-100 that may have played a contributing role to its use as a Cold War era Military Training Land have been removed or greatly altered so that they no longer support a Military Training Land complex.

Of the nearby buildings still in existence, only Buildings E-61 and E-112 played an associated role in the use and function of Building E-100. And although Buildings E-61 and E-112 played a supporting role in training missions at Building E-100, they are presently used for storage (E-61) or have been abandoned in place (E-112) and therefore do not support a training complex around Building E-100. The other buildings (E-82, E-101, and E-103) are located physically near Building E-100 but do not contribute a training complex around Building E-100. All of the buildings around Building E-100 have been determined individually not eligible for listing in the NRHP.

It has been concluded that Building E-100 is not a part of a larger Military Training Lands landscape or complex at MOTCO. However, Building E-100 must be evaluated for its individually eligibility to the NRHP, and should be examined as a potential rare example of its resource type as a winch trainer. In order for Building E-100 to be individually eligible for listing in the NRHP within the Military Training Lands historic context it would need to have had important, direct associations with character-defining events and features of the distinct military eras and mission at MOTCO, which has historically and presently been the transshipment of ammunitions to support Navy and Army missions. Additionally, the mission at MOTCO would need to be determined to have significance under one of the criteria for listing in the NRHP.

Building E-100 was in use from 1944 to 1988. Current photographs of Building E-100 are included in the DPR 523 form for the structure (Appendix B) and as Figures 9 and 10. Within the 2010 ERDC *Military Training Lands Historic Context* this places Building E-100 within the periods of significance established for World War II (1941-1945), the Early Cold War (1946-1955) and the Late Cold War (1956-1989). This potentially associates Building E-100 with important events in American history, a requirement under Criterion A for eligibility for listing in the NRHP. However, Building E-100 lacks the direct association with events of these military eras and although it was associated with the mission at MOTCO as a facility that trained personnel on the handling of munitions and cargo, it did not play more than a support role in the installation's mission.



Figure 9. Southwest View of Building E-100



Figure 10. Northeast View of Building E-100

In order for properties at MOTCO to be determined to have significance under Criterion A, those resources must have important, direct associations with character-defining events and features of the distinct military eras (World War II or the Cold War). Previous evaluations have concluded that the continuing generalized ordnance transfer function of MOTCO lacks these direct associations.

As a result, since Building E-100 did not play a direct role in MOTCO's mission, and because that mission has been determined to not convey the required direct association to those distinct military eras, Building E-100 has been determined not eligible under Criterion A.

Building E-100 is not known to have been associated with an important person in American history (Criterion B). It was used to train military and civilian personnel for approximately 44 years but no specific important individual is known to have trained at Building E-100. Therefore, Building E-100 is not eligible for listing in the NRHP under Criterion B.

Under Criterion C a resource may be determined eligible for listing in the NRHP if it (1) embodies the distinctive characteristics of a type, period, or method of construction, (2) represents the work of a master, (3) possess high artistic values, (4) represents a significant and distinguishable entity whose components may lack individual distinction. Major aspects under Criterion C that must be met include the resource’s ability to convey its architectural significance (integrity) and its relative rarity compared to other similar resources.

Previous evaluations have stated through their evaluations that the buildings and structures at MOTCO are common prototypes that lack architectural significance. Although Building E-100 does represent a particular type of construction during a period of time in which the United States military recognized a need for these kinds of mock ship training facilities, it is not distinctive as a type, period, or method of construction. Many other mock training ships were built by different branches of the military for generalized training purposes. General training ships types built by the Navy include one located on the Washington Navy Yard and the USS Recruit, formerly of the San Diego Naval Training Center (Schenker, 2012). In addition, two training modules for transferring cargo and fuel oil between ships are located at Naval Weapons Station Earle in New Jersey. These training modules are used by the Military Sealift Command’s Merchant Ship Naval Augmentation Program, a tenant at Naval Weapons Station Earle, relocating to Joint Expeditionary Base Little Creek in Norfolk, Virginia (Chizmadia, 2012).



Figure 11. Fort Eustis Building 415



Figure 12. Fort Eustis “The Landship”

In addition to general training ships, other winch trainer facilities are still in existence. Fort Eustis has a very similar winch trainer facility, Building 415, referred to as “The Landship.” Built in 1954, it is a replica of a ship used to train soldiers in cargo handling. It was heavily modified in 2001 when a large crane was added to the facility (McDaid, 2012). Figures 11 and 12 show the current Fort Eustis winch trainer facility.

Although Building E-100 has not been as modified as the winch trainer located at Fort Eustis, both buildings are very similar in basic structure. Building 415 at Fort Eustis is still used for training purposes and has been modified to train personnel on the use of larger cranes typical on vessels today. Although Building E-100 is a somewhat unique structure on MOTCO, it is not a rare resource type when other similar military training grounds are examined.

Building E-100 does not have high artistic value and nor is it the work of a master as it was designed and built by the U.S. Navy Bureau of Yards and Docks, as were thousands of other buildings and structures of its era.

The components of Building E-100, such as the building, the mast, rigging, and winch, lack individual distinction when examined separately. However, when examined together as a part of the overall training structure they do represent the general function of a winch trainer that could be considered a significant and distinguishable entity from the other buildings and structures at MOTCO.

Under Criterion D, Building E-100 has not yielded, and is not likely to yield, information important in prehistory or history. It is representative of a very common and well known practice of training within the United States military during World War II and the Cold War and it is one of many other similar military training grounds and dry “land” ships.

Despite the potential eligibility of Building E-100 under Criterion C, the facility lacks sufficient integrity to determine it eligible for listing in the NRHP. It has retained integrity of location but none of the other integrity considerations. Setting, feeling, and association have been significantly altered and changed repeatedly since Building E-100 was constructed in 1944 and within the period of significance. Workmanship, design, and materials have been heavily impacted by lack of use, lack of maintenance, weathering, the removal of training materials that were used with the winch trainer, and repeated efforts to stabilize and shore up the building. Due to the lack of integrity, Building E-100 has been determined not eligible for listing in the NRHP.

5.5 Conclusions

The buildings and structures identified in the 2011-2016 ICRMP have been updated and re-evaluated for their potential eligibility for listing in the NRHP. Building E-100 was specifically re-recorded and re-evaluated as suggested in the ICRMP. None of the buildings and structures inventoried appear to be eligible for listing in the NRHP. Prior documentation found no resources meeting the criteria for listing in the NRHP, and this update report has affirmed those conclusions. Although Building E-100 was found potentially eligible under Criterion C, further evaluation determined that the resource lacks integrity to be considered eligible for listing in the NRHP.

6. References

6.1 Printed References

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- U.S. Department of the Interior. 1997. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. U.S. Department of the Interior, National Park Service.
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- William Self Associates. 1993. *Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California*. Prepared for the Department of the Navy.

6.2 Personal Communications

██████████. 2012. Natural Resources Specialist, Naval Weapons Station Earle. Email communication. September 7.

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██████████ 2012b. Contractor, Military Ocean Terminal Concord. Email and telephone communication. August 29.

██████████ 2012c. Contractor, Military Ocean Terminal Concord. Email and telephone communication. September 6.

██████████. 2012. Headquarters Architectural Historian, Naval Facilities Engineering Command. Email and telephone communication. September 5.

7. List of Preparers

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U.S. Army Corps of Engineers, Sacramento District

11 Years Experience

Report Preparation

Appendix A

Correspondence relating to Determinations of Eligibility for Buildings and Structures at MOTCO



DEPARTMENT OF THE NAVY
WESTERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
900 COMMODORE DRIVE
SAN BRUNO, CALIFORNIA 94066-2402

5090.1A
203A/P3-335
July 20, 1993

S-15500

Steade R. Craigo, A.I.A.
Acting State Historic Preservation Officer
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

IC
CCO

RECEIVED

JUL 22 1993

OHP

Dear Mr. Craigo:

Pursuant to Section 110(a)(2) of the National Historic Preservation Act, as amended, the Navy has conducted a cultural resources overview of Naval Weapons Station (NWS), Concord, California to identify those properties that might qualify for listing on the National Register of Historic Places. The overview survey is the first phase of the Navy Historic and Archeological Resource Protection (HARP) Plan, for NWS Concord.

Enclosed for your review and comment is a copy of the completed NWS Concord "Cultural Resources Overview". It was prepared by William Self, et al, and the final document delivered the latter part of June, 1993. The text develops a brief archeological and historic context for NWS Concord which was used in evaluating the potential National Register eligibility of individual properties and collectively as potential historic districts. A California Department of Parks and Recreation Historic Resources Inventory form was prepared for each building and structure built prior to the end of World War II. Similar buildings were grouped on a single form to reduce the bulk of the document and time consuming labor with little gain.

We agree with our consultant that the alterations made to the surviving buildings and structures, and the imposition of new structures compromises the historic integrity of these properties. Only the site of the explosion on July 17, 1944, which killed 320 persons and injured 390 more, has been included in the National Register as a site. Although little remains of this site, it was automatically included in the National Register, as a result of its designation as the "Port Chicago National Memorial" by Act of Congress last fall. Although no significant artifacts have been discovered, the consultant did identify those areas of NWS Concord with archeological potential.

Prior to preparing a HARP Plan for NWS Concord, we would appreciate your review of the overview and comments on the potential eligibility of the properties described therein.

Should you have any questions or wish to visit NWS Concord before commenting, please call me at (415) 244-3719.

Your continued assistance and cooperation are appreciated.

Sincerely,



Louis S. Wall
Cultural Resources Planner
Environmental Planning Branch

Enclosure



DEPARTMENT OF THE NAVY

ENGINEERING FIELD ACTIVITY, WEST
NAVAL FACILITIES ENGINEERING COMMAND
900 COMMODORE DRIVE
SAN BRUNO, CALIFORNIA 94066-5006

IN REPLY REFER TO:

5090.1B

703A/EP-1735

RECEIVED

MAY 10 1999

May 5, 1999

OHP

CC
WSN990510A

Mr. Daniel Abeyta
Acting State Historic Preservation Officer
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Abeyta:

With funds received from the Department of Defense's 1997 Legacy Program the Navy completed its survey and evaluation of buildings and structures at Naval Weapons Station Seal Beach, Detachment Concord (formerly Naval Weapons Station, Concord, California), as required by Section 110(a)(2) of the National Historic Preservation Act. This study re-examined the inventory completed in 1993 that addressed the role of the Weapons Station during World War II and updated that analysis through the Cold War era. The earlier inventory and evaluation was forwarded to your predecessor in 1993. The second study (copy enclosed) is entitled *Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Weapons Station Seal Beach Detachment Concord*, dated December 1998. It was prepared under the direction of Stephen Mikesell by JRP Historical Consulting Services of Davis, California. //

The Navy agrees with the JRP *Inventory and Evaluation* that this ordnance handling facility played a major part in the military's Cold War operations. However, its buildings and structures are largely utilitarian and of relatively common design for naval weapons stations and ordnance handling facilities. Furthermore, they do not retain integrity to potential periods of significance, having been continually modified to satisfy new requirements. Therefore, we conclude that none of the buildings and structures on Detachment Concord meets the qualifications for listing on the National Register of Historic Places individually or collectively.

Should you have any questions about the enclosed document or require an electronic copy for incorporating into in the State Inventory, please contact me at (650) 244-3015. ←

Sincerely,

Louis S. Wall
Cultural Resources Program Coordinator

Enclosure

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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May 19, 1999

REPLY TO: USN990510A

Louis S. Wall, Cultural Resources Program Coordinator
Department of the Navy
Naval Facilities Engineering Command
900 Commodore Drive
SAN BRUNO CA 94066-5006

Re: Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Weapons Station Seal Beach Detachment Concord, Contra Costa County.

Dear Mr. Wall:

Thank you for submitting to our office your May 5, 1999 letter regarding the submitted "*Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Weapons Station Seal Beach Detachment (WPNSTASB DET) Concord,*" (Inventory and Evaluation) (December 1998), Contra Costa County. The *Inventory and Evaluation* was used to evaluate the significance of 370 buildings and structures built at WPSTASB DET during the Cold War period (1946-1989) as well as a few older structures not included in a previous 1993 survey of World War II-era resources.

The Navy is seeking our comments on its determination of the eligibility of the aforementioned 370 Cold War-era buildings and structures and the few World War II-era structures evaluated in the *Inventory and Evaluation* for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. Our review of the submitted Inventory and Evaluation leads us to concur with the Navy's determination that none of the aforementioned properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant Cold War-era or World War II-era historical events or persons, and are not examples of outstanding architectural or engineering design or function.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Daniel Abeyta, Acting
State Historic Preservation Officer

Undertaking Identifier: USN990510A 08/24/99 Page: 1
Undertaking Name: NAVAL WPN STA SEAL BEACH, DETACHMENT CONCORD, CCO
Applicant: USN City: CONCORD
County(ies): CCO

Due: 06/09/99

TRANSACTION HISTORY

Table with columns: DATE IN, TO, DATE OUT, BY, ACTION. Row 1: 05/10/99, CC, 05/19/99, CC, C5

There are 376 Hist. Prop. and no Arch. Sites involved in this undertaking :

Property number: 122245
BUILDING 209, USN WEAPONS STATION DETACHMENT

Address: A ST CONCORD 95420
County: CCO
X-Street: SURIAGO AVE
Vicinity:
Parcel #:

Category: B # of Props:
Owner Type: F Pres. Use: P
Other Recognition: CHL #:
Dates of Construction: 1965 -
Architect: ANGUS MCSWEENEY, INC Builder: HOFMANN CONSTRUCTION
Historic Attributes: 34,03
Eth: UN

Table: Previous Determinations on this property. Columns: Program, Prog. Ref Number, Eval Crit, Eval-date, Evaluator. Rows: HIST.RES. DOE-07-99-0003-0000, PROJ.REVW. USN990510A

374

Appendix B
DPR 523 Forms

**State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET**

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 4

*Resource Name or # Barricaded Buildings A-31
Continuation Update

P1. Other Identifier: Building A-31 Ammunition Transfer Building

*P2d. **UTM:** Zone: 10; 05 84 606 mE/ 42 12 032 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building A-31, camera facing northwest, June 2012.



Photograph 2: Building A-31, camera facing southwest, June 2012.

Photographs:



Photograph 3: Building A-31, camera facing northwest, June 2012.



Photograph 4: Building A-31, camera facing east, June 2012.

Photographs:



Photograph 5: Building A-31, camera facing west, June 2012.

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____		
	HRI # _____		
	Trinomial _____		
	NRHP Status Code <u>6</u>		
Other Listings _____	Review Code _____	Reviewer _____	Date _____

Page 1 *Resource Name or #: (Assigned by recorder) Barricaded Buildings

P1. Other Identifier: Buildings 177, 263 and A31

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e, below Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

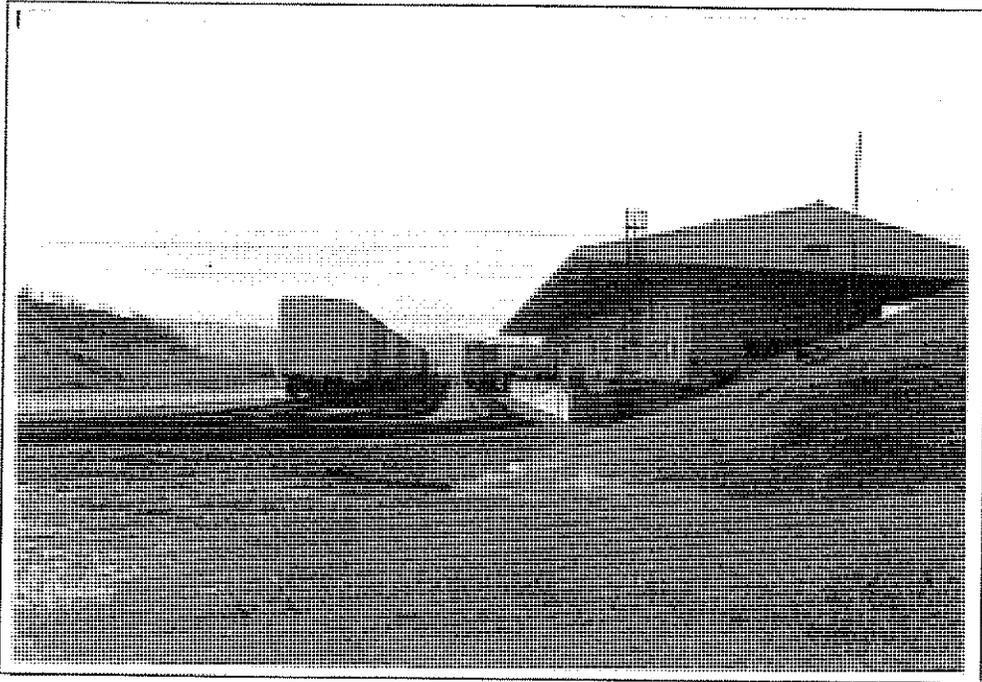
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)
These three buildings, 2 transfer facilities and a breakdown cell, share a common physical feature: they are all protected by earthen berms that either completely or partly surround them. The buildings also share general functions related to ordnance handling at WPNSTASB DET Concord. The two transfer facilities (Building 177 and A31) are located in the Tidal Area and were built in 1968 and 1955, respectively. The Breakdown Cell (Building 263) was built in 1974 and is located in the Inland Area. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) February 1998

Building 177 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

*P7. Owner and Address: U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address) See Description
JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Barricaded Buildings

B1. Historic Name: Transfer Depots (177 and A31); Breakdown Cell (263)

B2. Common Name: _____

B3. Original Use: Ammunition Transfer/Handling

B4. Present Use: Ammunition Transfer/Handling

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a. "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: See Description

b. Builder: Unknown

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

Neither Building 177, 263 nor A31 appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. These ordnance transfer facilities and the breakdown cell have served as part of WPNSTASB DET Concord's logistical support operation, but the buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, they are all less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

State of California -- The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial

Page 3

*Resource Name or # (Assigned by recorder) Barricaded Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

Description (Continued)

Building 177 is located north of Pickett Road and south of Holmes Road in the Tidal Area. Descon Engineering Corporation (San Francisco) designed this 450 foot long, 56 foot wide, one-story Ammunition Transfer Facility in 1968. It is a steel frame building sheathed in corrugated asbestos cement and topped by a side-gabled roof that extends 16 feet past the walls on all sides. This deep overhang provides a shelter for the loading docks on the north and south (long) elevations. The building sits on a wide concrete foundation that rises four feet above the grade to form a 16' wide loading dock platform that surrounds the main structure. A large paved area north of Building 177 provides truck access and railroad sidings along the south side of the building allow rail access.

The building is divided into three main storage areas, each about 100 feet long and accessed by several sliding metal doors set along both sides of the building. The eastern end of the building is comprised of an equipment bay, open to the north, and office space. Ventilators (three long and one short) straddle the roof ridge over the three main storage areas and the small equipment bay. Metal personnel doors provide access to the small centrally located restroom and tool room, as well as the offices at the eastern end of the building. Industrial fixed metal sash windows light the interior of the storage areas. The original horizontal pivoting industrial sash in the office area have been largely replaced with aluminum sliding sash.

The grass-covered earthen berms surrounding this structure are located on the west, south and east elevations and rise to about the same height as the building. The western and eastern berms are narrow and the southern berm (located south of the railroad sidings) parallels the entire southern elevation of Building 177.

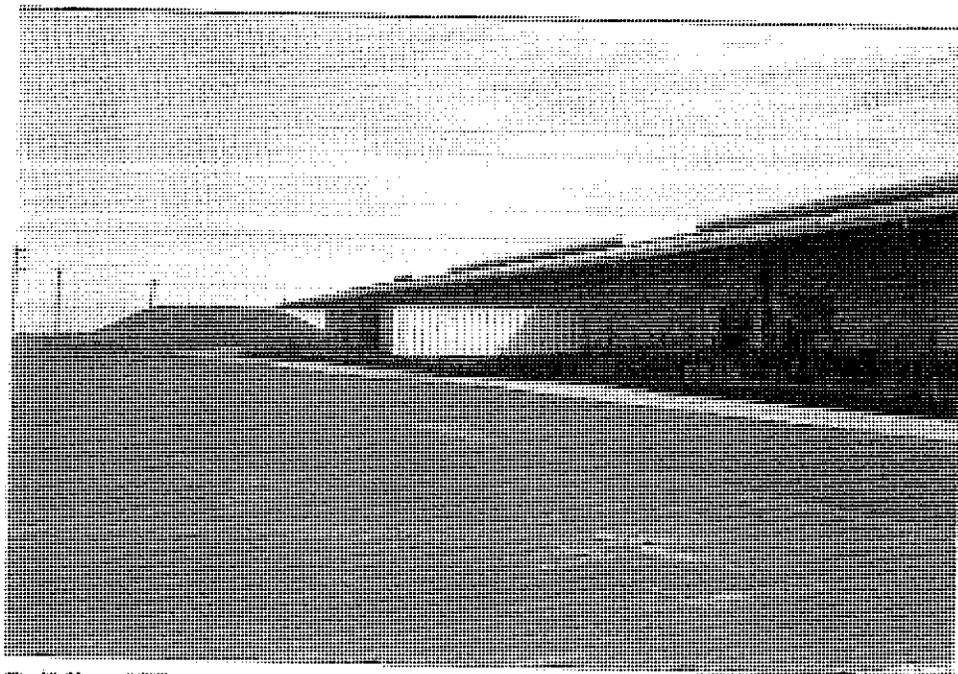
Building 263 is an ammunition rework facility located in the Breakdown Cell area (Building IA25, which was inventoried by a previous survey). Plans for this structure indicate that Koepf & Lange (Orinda) designed Building 263 as part of the new breakdown cell complex in 1974. The site for the complex, at the western end of L Street in the Inland Area of WPNSTASB DET Concord, is cut into the side of a hill and the buildings are located behind an earthen berm held in place by timber retaining walls. Building 263 is rectangular in plan (about 670 square feet) and is topped by a simple shed roof, but is a combination of several building materials. The westernmost half of the structure appears to be poured-in-place concrete, while the eastern half has concrete block walls topped by wood frame and plywood walls extending up to the roofline. Three metal personnel doors provide access to Building 263, which has no other openings. The structure is located above the grade of the parking lot and is connected to IA25 by a covered timber loading dock.

Building A31 is located on the west side of Johnson Road, between Jackson and Pickett roads. Sverdrup & Parcel, Inc. (consulting engineers based in San Francisco) designed this barricaded Transfer Depot in 1955. This steel frame building is about 105' long and 24' wide with a side-gabled roof form. It is completely sheathed in corrugated asbestos cement panels, including the roof. Building A31 rests on a concrete foundation that rises about four feet above grade to create loading dock platforms on either side of the building. The foundation extends about 13' beyond the east elevation to form a loading dock along the entire length of the east elevation, which faces a paved lot designed for truck access. A railroad siding runs along the western side of the building where the foundation is flush with the wall along the southern 60 feet of the structure. For the remaining 45 feet of the building, the foundation extends 13' from the western wall. Where the concrete

loading docks extend beyond the walls (for 45 feet on the west side and along the entire east side) the gabled roof also extends about 13 feet to form a deep overhang for protecting loading operations.

The berms surrounding Building A31 include an "L" shaped berm running along the western and northern sides of the building and a short berm along the southern side. The railroad siding approaches the depot through the gap between the two berms near its southwest corner. These brush-covered berms appear to be about the same height as the building.

Photographs (Continued)



Building 177

Primary #

HRI #

Trinomial

Page 5

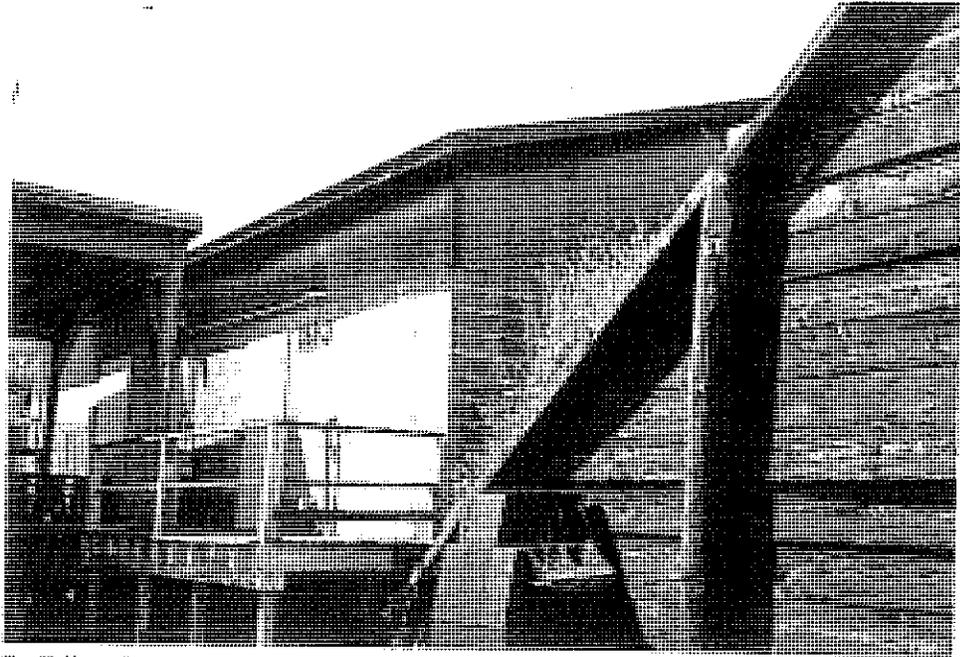
*Resource Name or # (Assigned by recorder) Barricaded Buildings

*Recorded by Meta Bunse

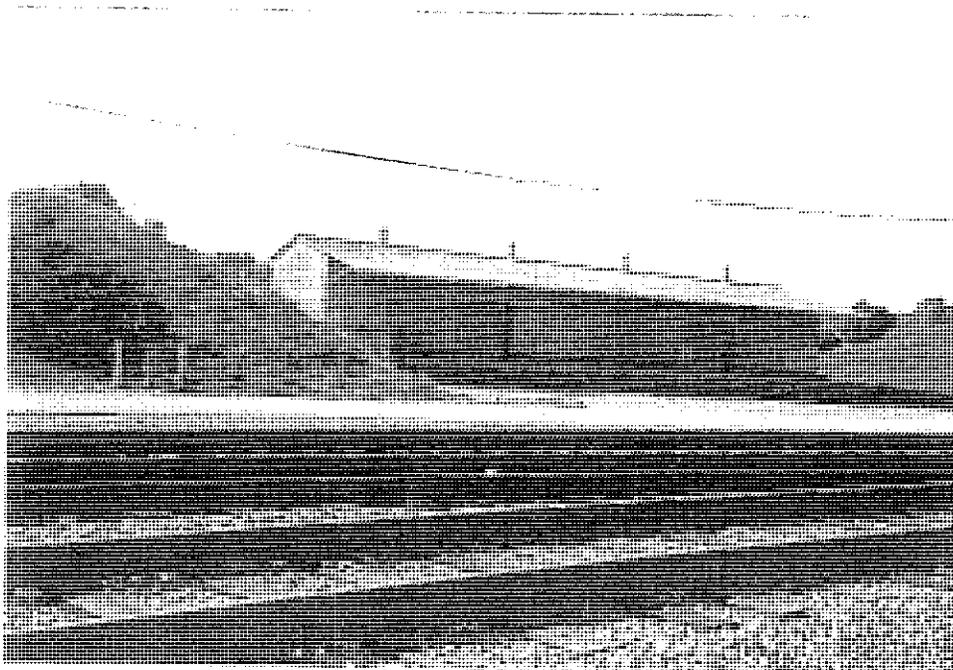
*Date May 1998

Continuation

Update

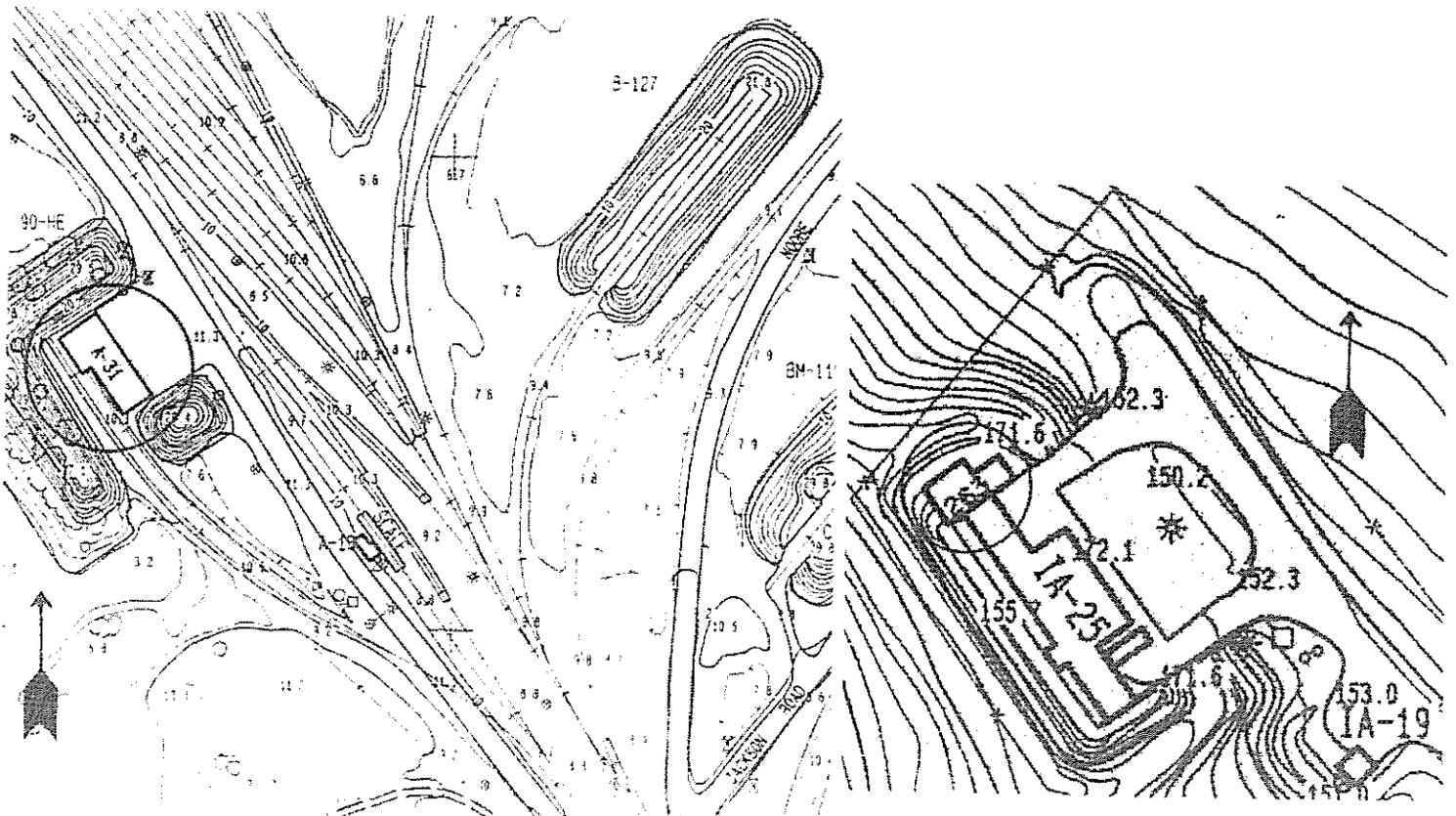
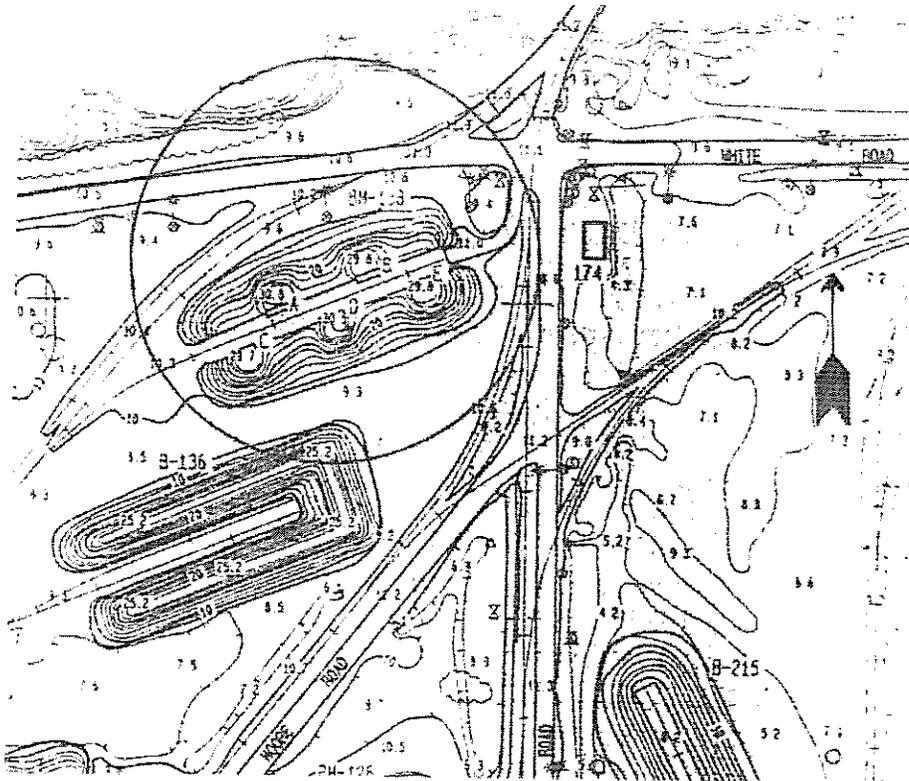


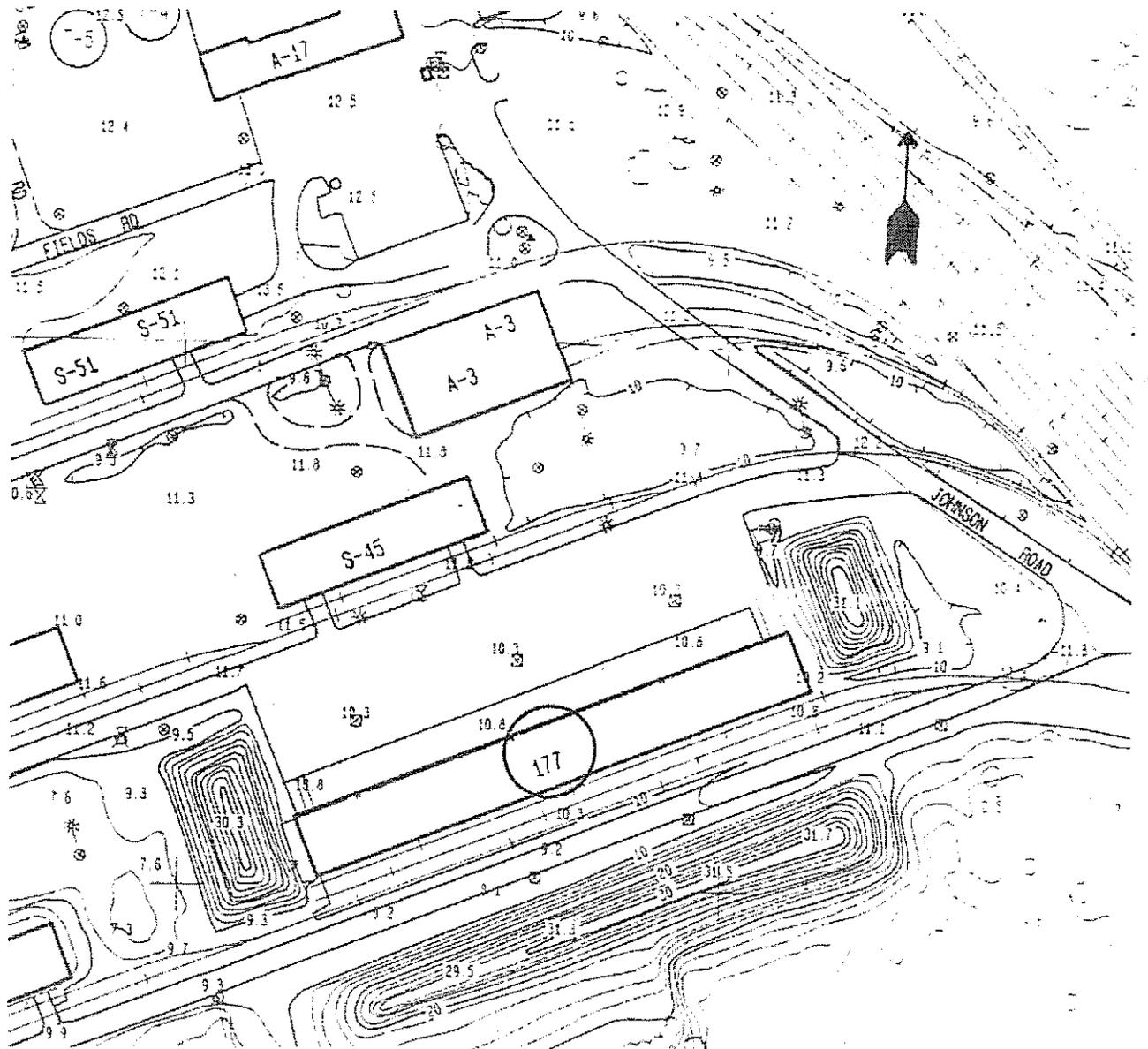
Building 263



Building A31

Sketch Maps





State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 2

*Resource Name or # Moorings and Wharves Complex Building 172

Continuation Update

P1. Other Identifier: Building 172 Seal Island Lighter Berths (East)

***P2d. UTM:** Zone: 10; 05 83 906 mE/ 42 12 579 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. Because Building 172 is located off shore it could not be field checked, however, records at MOTCO indicate that it is unchanged since the recordation in 1998.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



Photograph 1: Building 172, camera facing northwest, September 2011.

P1. Other Identifier: Building 173 Seal Island Lighter Berths (West)

***P2d. UTM:** Zone: 10; 05 83 648 mE/ 42 12 360 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. Because Building 173 is located off shore it could not be field checked, however, records at MOTCO indicate that it is unchanged since the recordation in 1998.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



00193

2-2-16

Photograph 1: Building 173, camera facing northwest, September 2011.

State of California -- The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1

*Resource Name or #: (Assigned by recorder) Moorings and Wharves Complex

P1. Other Identifier: Buildings 111, 123, 124, 125, 126, 127, 172, 173, 267, 268

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
 and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2c, below Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

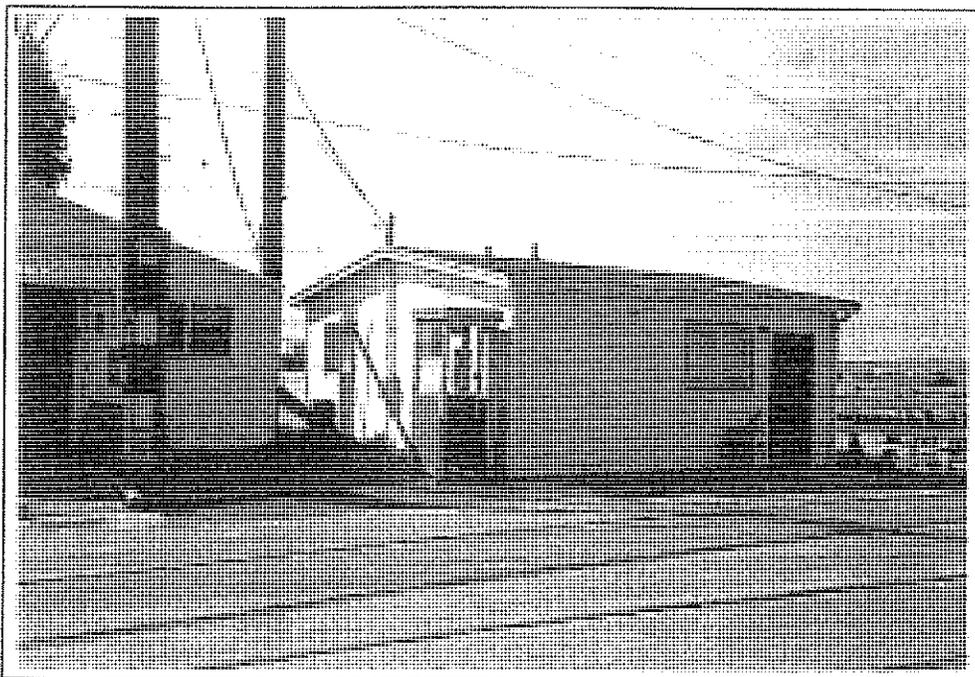
USGS 7.5' Quads: Clayton: Honker Bay: Vine Hill: and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

These structures are located along the waterfront and islands just offshore in the northwestern portion of the Tidal Area on WPNSTASB DET Concord. Building numbers 123 through 127, 172 and 173 have been assigned to various berths, including dolphins, lighter moorings, a wharf and a pier. Buildings 111, 267, and 268 are wharf operations buildings located on the shore near the Barge Pier (Building 126). Most of these structures were built during World War II, while the Seal Islands dolphins were built in 1965 and two of the operations buildings (267 and 268) were added in 1975. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) February 1998

Building 111 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

* Resource Name or # (Assigned by recorder) Moorings and Wharves Complex

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Moorings & Wharves Operations

B4. Present Use: Moorings & Wharves Operations

* B5. Architectural Style: Utilitarian

* B6. Construction History: (Construction date, alteration, and date of alterations) See P3a, "Description."

* B7. Moved? No Yes Unknown Date: _____ Original Location: _____

* B8. Related Features: _____

B9a. Architect: Unknown

b. Builder: Unknown

* B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have served as part of WPNSTASB DET Concord's logistical support operation, the buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, Buildings 172, 173, 267 and 268 are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

* B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

* B14. Evaluator: Meta Bunse

* Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

Description (Continued)

Building 111, the Tug Office or Checker's Shed, is a wood frame building located next to the Barge Pier (Building 126). The Navy built this small structure (460 square feet) in 1946 to serve as operational office space for the Tidal Area berths. The side-gabled roof is covered in rolled composition sheets and overhangs the walls to create a narrow unboxed eave on all sides. Horizontal wood siding covers all four elevations and is pierced by asymmetrically placed aluminum sliding sash on each side as well. The only access to the building is through a hollow core flush wood door at the north end of the east elevation.

Buildings 123, 172 and 173 are the numbers assigned to moorings located north and west of the Barge Pier. Building 123 refers to the series of 18 dolphins along the shoreline of the Tidal Area west of the Tug Basin, while Buildings 172 and 173 refer to the eastern (12 dolphins) and western (21 dolphins) series of moorings along the south side of the Seal Islands. The dolphins were designed by 12th Naval District Public Works Office and installed in 1965. Timber piles and bracing bents, in groups of nine or 12, were driven into the channel bottom at intervals of 50 feet to create the dolphins, which are also linked by a 1-1/4" chain guard. The wales holding the tops of the piles together are 12" x 12" beams and the fenders are 8" x 8".

Buildings 124, 125, 126 and 127 are the numbers assigned to moorings located in the northwestern portion of the Tidal Area. Building 124 is the West Lighter Mooring. Building 125 is the Tug Basin Wharf. Building 126 is the Barge Pier, and Building 127 is the East Lighter Mooring. The Navy installed these structures between 1942 and 1946. The first to be built was the Barge Pier (Building 126) in 1942, the lighter moorings in 1945 (Buildings 124 and 127), and the Tug Basin Wharf (Building 125) in 1946. The structures are of similar construction, with timber piles and bracing bents and timber decking, however, the Barge Pier was the only one to receive an asphalt deck covering. This deck of this pier was also replaced in 1959.

The West Lighter Mooring is an "L" shape, extending about 250' from shore, before turning west for about 500'. The Tug Basin Wharf is about 300' long and roughly 20' wide and is built along the eastern shoreline of the Tug Basin. The Barge Pier (about 100' wide and 400' long) begins on shore near the Tug Office (Building 11) and extends northwest, out into San Pablo Bay. An access trestle about 200' long leads from shore out to the East Lighter Mooring, which is about 900' long and runs roughly parallel to the shoreline.

Buildings 267 and 268 are two pre-engineered 900 square foot structures, also known as "Butler Buildings." These end-gabled buildings are completely sheathed in metal panels (walls and roof) and have personnel doors in each gable end, as well as windows in all four elevations. The sash consists of aluminum sliders. A small gabled wood frame room has been added to the southern elevation of Building 268 to house vending machines.

Photographs (Continued)



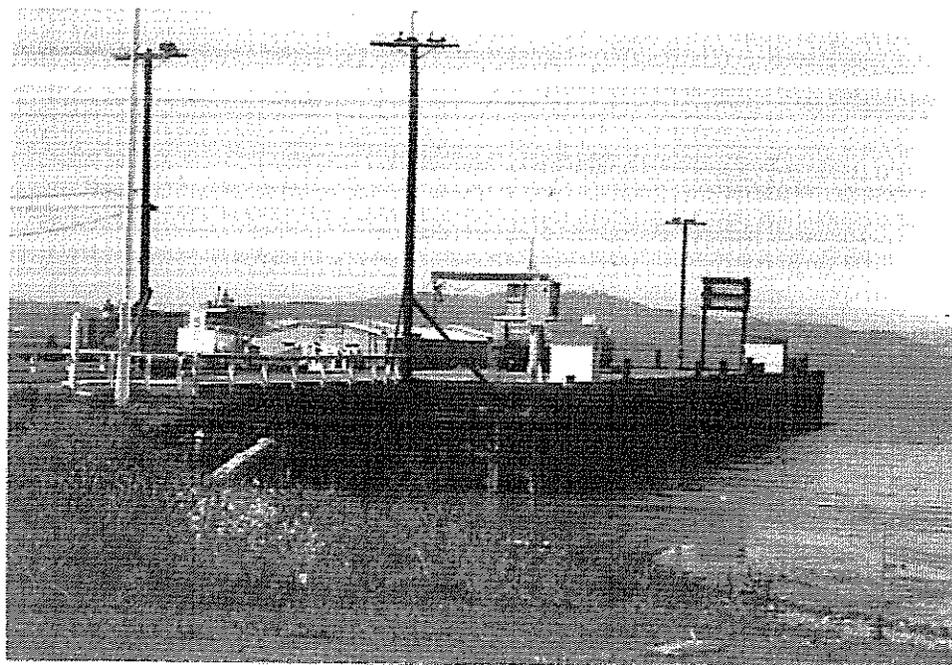
Building 172



Building 124



Building 125

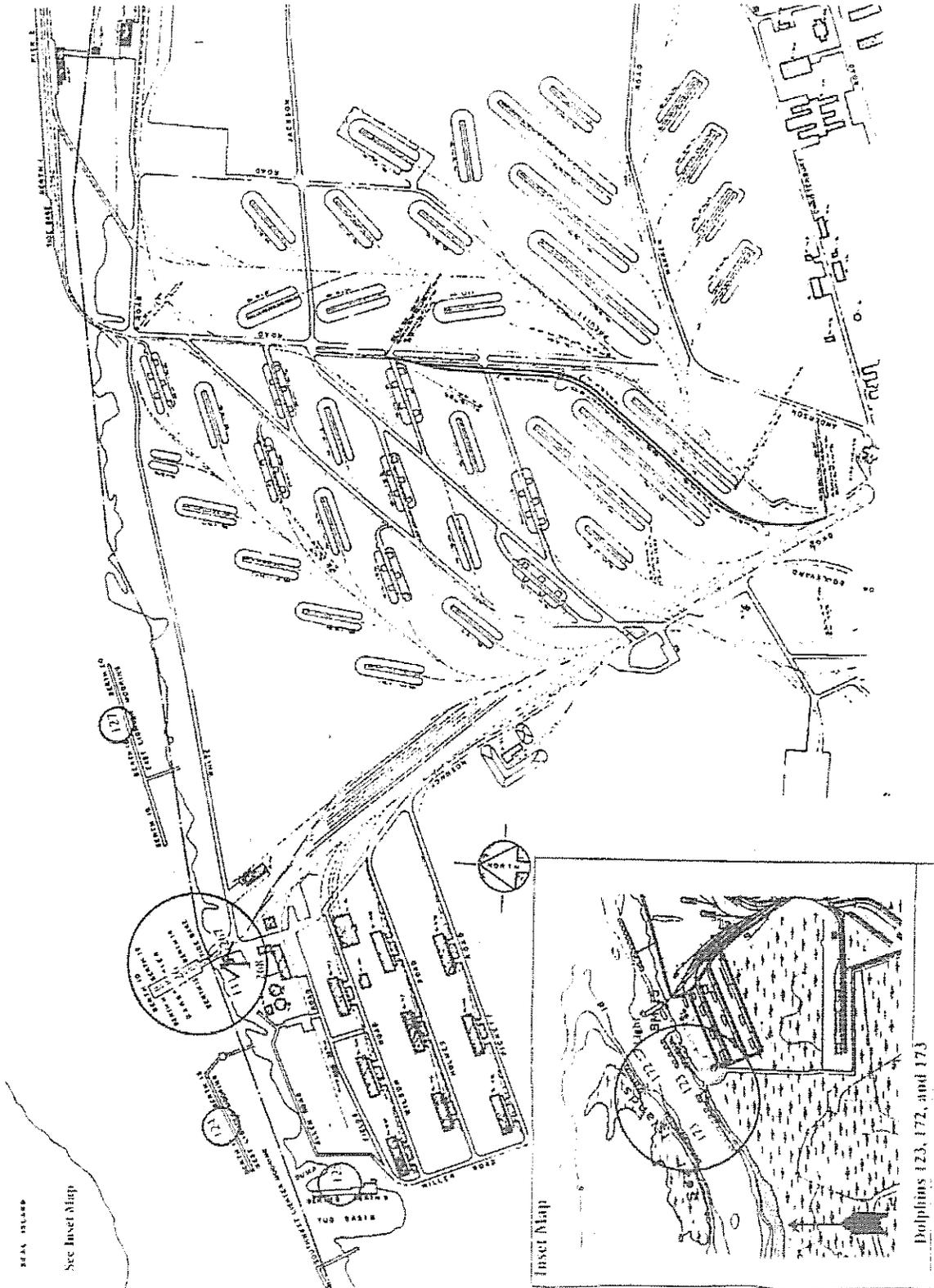


Building 126



Buildings 267 and 268

Sketch Map



**State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET**

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 2

*Resource Name or # Morale, Welfare and Recreation Building 155

Continuation Update

P1. Other Identifier: Building 155 Snack Bar

***P2d. UTM:** Zone: 10; 05 86 376 mE/ 42 08 231 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears largely unchanged. Wood rot is apparent on the wood paneling and the snack bar has been abandoned.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

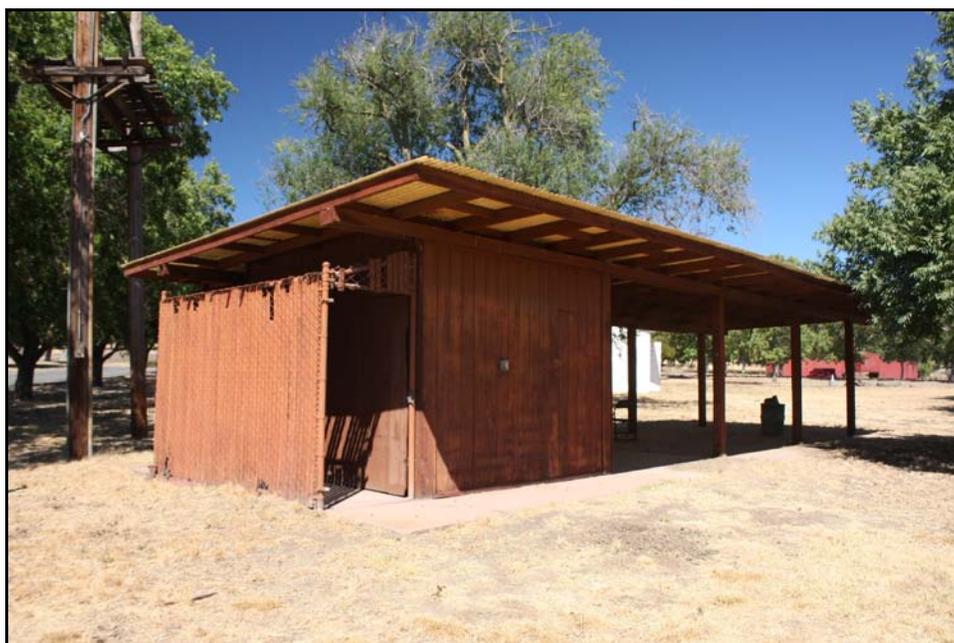
***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



Photograph 1: Building 155, camera facing south, August 2012.



Photograph 2: Building 155, camera facing north, August 2012.

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____		
	HRI # _____		
	Trinomial _____		
	NRHP Status Code <u>6</u>		
Other Listings _____	Review Code _____	Reviewer _____	Date _____

Page 1 *Resource Name or #: (Assigned by recorder) Morale, Welfare and Recreation

Buildings

P1. Other Identifier: Buildings 152, 155, 159, 190, 193, 252, 253, 254, 256, 264, 265, 285, 409, 435

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e, below Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

These buildings (152, 155, 159, 190, 193, 252, 253, 254, 256, 264, 265, 285, 409, and 435) were built between 1962 and 1989 to serve various moral, welfare and recreational functions. Although built at different times and of various materials, they serve related functions and are all located in the Inland Area of WPNSTASB DET Concord. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) March 1998

Buildings 152 and 435

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Morale, Welfare and Recreation Buildings

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Moral/Welfare/Recreation

B4. Present Use: Moral/Welfare/Recreation

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a, "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: See Description

b. Builder: Unknown

*B10. Significance: Theme _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for the National Register because they do not, individually or as a group, possess historic or architectural significance. They did not directly serve WPNSTASB DET Concord's logistical support operation, nor did they make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, these buildings are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary #
	HRI #
	Trinomial

Page 3

*Resource Name or # (Assigned by recorder) Morale, Welfare and Recreation

Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

Description (Continued)

Gymnasium Buildings

Building 152 is a composite structure located near 1st and D Streets that serves as the station gymnasium. The original structure was designed in 1966 by the 12th Naval District Public Works Office. The overall plan of this building and its additions is linear, with the original portion at the western end and the newer portions added successively to the east. The portion built in 1966 was comprised of two elements: a large (98' x 69') multipurpose hardwood court area, and to the west a secondary portion (58' x 60') containing smaller rooms. The element containing the court area is a steel frame structure topped by a shallow built-up side-gabled roof. The 20' tall walls are formed of pre-cast concrete panels topped by a band of metal industrial sash on the north elevation. These windows along with two large vents piercing the roof, allow light and air to enter this portion of the building. The secondary element of the original gymnasium is actually a composite of two shed-roofed and a flat-roofed element made of concrete blocks. These elements include the lobby, men's and women's lockers, exercise and other rooms. The façade (north elevation) of the flat-roofed portion adjacent to the court area serves as the main entry to the gymnasium and is comprised mostly of fixed pane metal sash windows and glass doors.

There is an addition to the main structure (Building 152) extending in a linear plan from its east end. It is another composite addition comprised of two portions, one is gable-roofed and rises to the height of the adjacent courts area and the other is a one-story flat-roofed element. Both are of concrete block construction with metal sash topped by corrugated metal roofs. They currently house exercise rooms and an audio-visual studio. A short enclosed corridor with a flat roof and vertical groove wood siding leads from the east elevation of the single story element to Building 435.

Building 435 is a large, two-story pre-engineering metal building with a shallow pitched front-gabled roof. There are no window openings in this building, which was erected in 1989 to house racquetball courts. It was built through a joint effort by Trans-Bay Construction and "Seabee" (U.S. Navy Construction Battalion) Unit 421 from Mare Island.

Other MWR Buildings

Building 155 is a snack stand that was built in 1964 to serve personnel and their families in the pool, tennis court and picnic grounds in the Officers' Housing area (see the DPR523 form for MWR-Outdoor Court/Field). The swimming pool has since been removed.

Building 159 was built in 1966 as the Enlisted Mens' Club and now serves as a Recreation Center and Enlisted Mens' Open Mess. It is located at the east end of Pearl Street. The 12th Naval District Public Works Office designed the building, which is comprised of pre-cast concrete panels, steel enamel panels and concrete block construction under a built-up roof covered in gravel. The building plan is comprised of an "L" shaped portion containing a kitchen, mess area and bar (about 60' x 52'), and a lounge (60' x 36'). A narrow element measuring about 18' x 79' adjoins the long side (southwest elevation) of the "L" and houses office space, the

Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

lobby and restrooms. Two patios offer outdoor seating, one off the mess to the northwest, and the other off the lounge to the northeast.

Building 190 is a Bathhouse built in 1971 to provide restrooms and a changing area for personnel and their families at the pool, tennis court and picnic grounds in the Officers' Housing area (see the DPR523 form for MWR-Outdoor Court/Field). The swimming pool has since been removed.

Building 193 was built in 1971 to serve as the station Automotive Hobby Shop and is located just east of the Gymnasium (Buildings 152 and 435) on 1st Street. It is a pre-engineered metal sided building with a shallow pitch side-gabled metal roof. Several metal overhead doors, one at the west end and five along the south elevation, provide access to the work space bays in the building. Additional work space is provided on the east end of the building where a roof extends from the main structure.

Buildings 252, 253, 254, 256 and 264 are pre-engineered metal structures, known as "Butler Buildings." These end-gabled buildings are completely sheathed in metal panels (walls and roof) and have personnel doors in each gable end, as well as windows in all four elevations. The sash consists of aluminum sliders covered with heavy gauge screens. Buildings 252, 253 and 254 were installed on Pearl Avenue between D and E streets in 1972. Buildings 252 and 253 serve as retail warehouse space for the station exchange, which is located next door in Building IA10, while Building 254 is designated as Troop Housing Storage. Buildings 256 and 264 are located at the corner of 1st and E Streets. They were erected here in 1974 to serve as the Wood Shop and Recreational Gear Issue and at the time these two units were inventoried (March 1998), they were vacant.

Building 265 is a Special Services Center (Boat Storage Issue) located on E Street and built in 1974. It is a simple concrete block structure, rectangular in plan with a shed roof covered in corrugated metal. The top of the walls are unfinished, leaving an uneven surface and open spaces at the roof-wall junction. Two metal overhead doors, one in the west elevation and one in the south elevation provide access to the structure.

Building 285 is the Youth Activity Center located in the 1965 Junior Officer Housing area along Hamilton Avenue at the western edge of the Inland area. The center consists of two buildings and a covered picnic area. The main building is a wood frame structure formed of two shed roofed elements, with opposite sloping roofs of disparate height that meet to form a clerestory at the center. The building is sheathed in composition shingles on the roof and vertical groove wood siding on the walls. An open-sided covered walkway connects this structure with the second building which has a simple "L" shaped plan formed of two end-gabled elements. Its walls and roof are covered with the same type of siding and shingles as the main building. Both buildings have aluminum sliding windows and plain flush wooden doors. The adjacent picnic patio is located in the lawn area just north of the two buildings. It consists of a side-gabled wood frame roof with composition shingles set on wooden posts over a concrete slab.

Building 409 is the station Chapel. It is located across from IA1 on Pearl Street and was built in 1980 by the station's Self-Help crew and members of Seabee Unit 416 from Naval Air Station Alameda. The chapel has a generally linear plan, with vertical groove wood siding and a side-gabled roof covered in composition shingles. The facade (south elevation) has two entrances each covered by a short end-gabled roof extending from the

Buildings

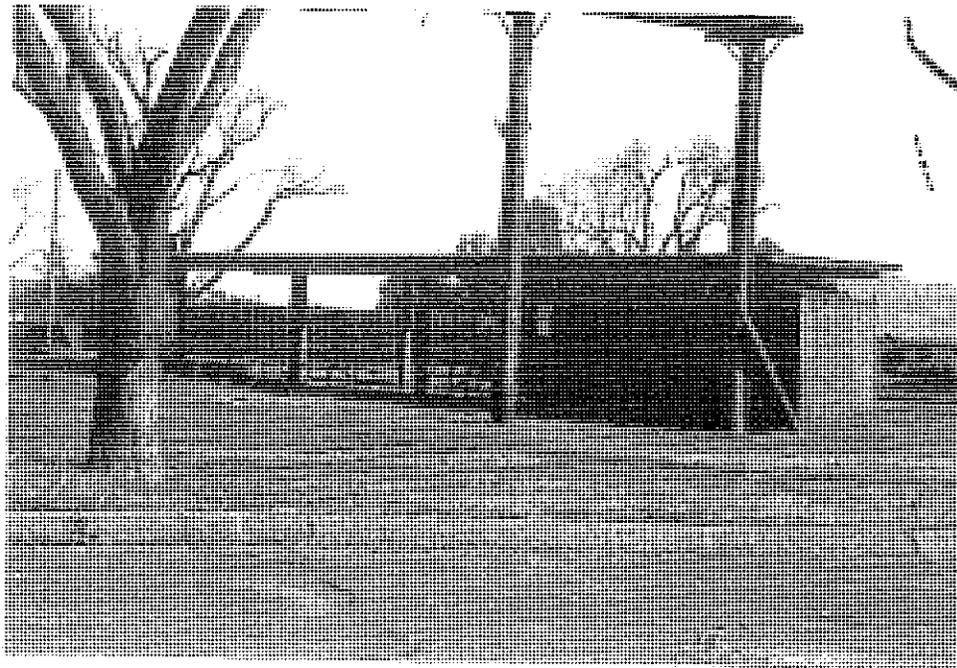
*Recorded by Meta Bunse

*Date May 1998

Continuation Update

main building. The south and west walls of the chapel have recessed sections that are smaller than each wall, but that echo its shape to create a second plane and to frame the windows. These recessed areas are gable-shaped in the gable end and rectangular along the south elevation, and emphasize the placement of stained glass windows that light the chapel space. The stained glass windows are set in the western recess and aluminum sliding windows are set in the southern recess. The steeple (a pre-engineered Styrofoam feature) straddles the ridge line near the western end of the building.

Photographs (Continued)



Building 155

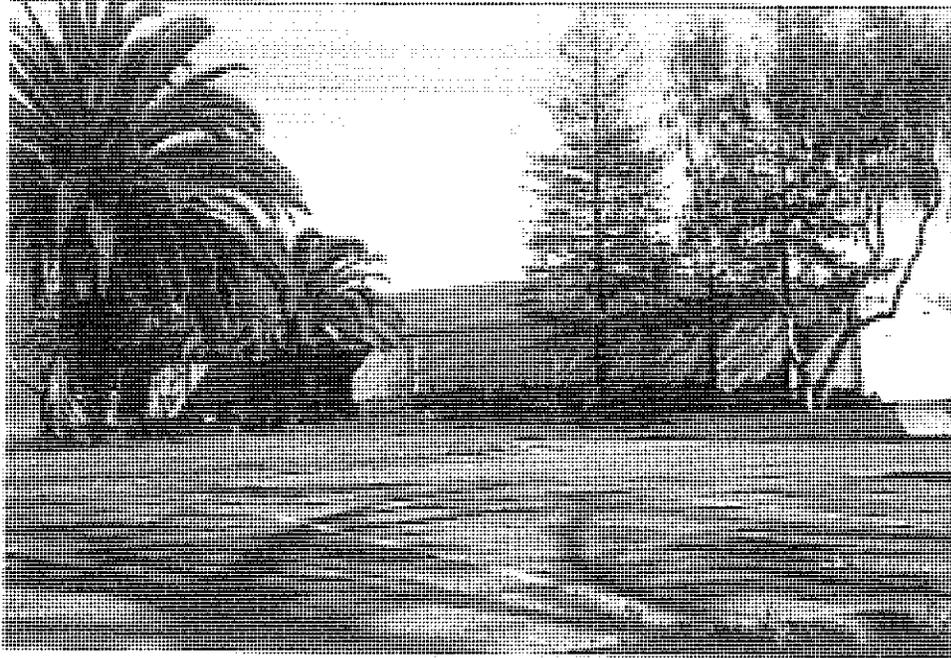
Buildings

*Recorded by Meta Bunse

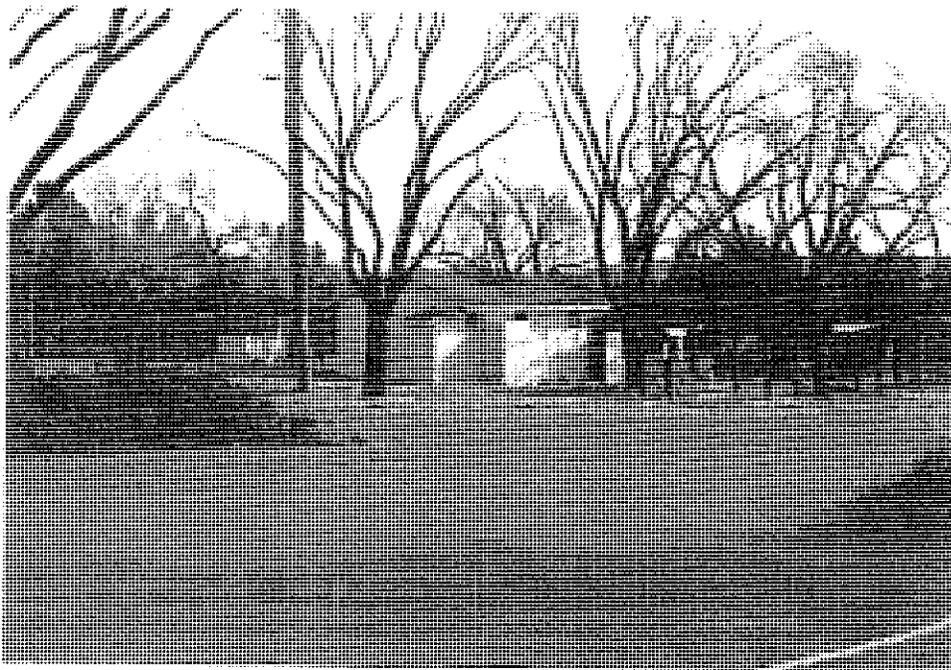
*Date May 1998

Continuation

Update



Building 159



Building 190

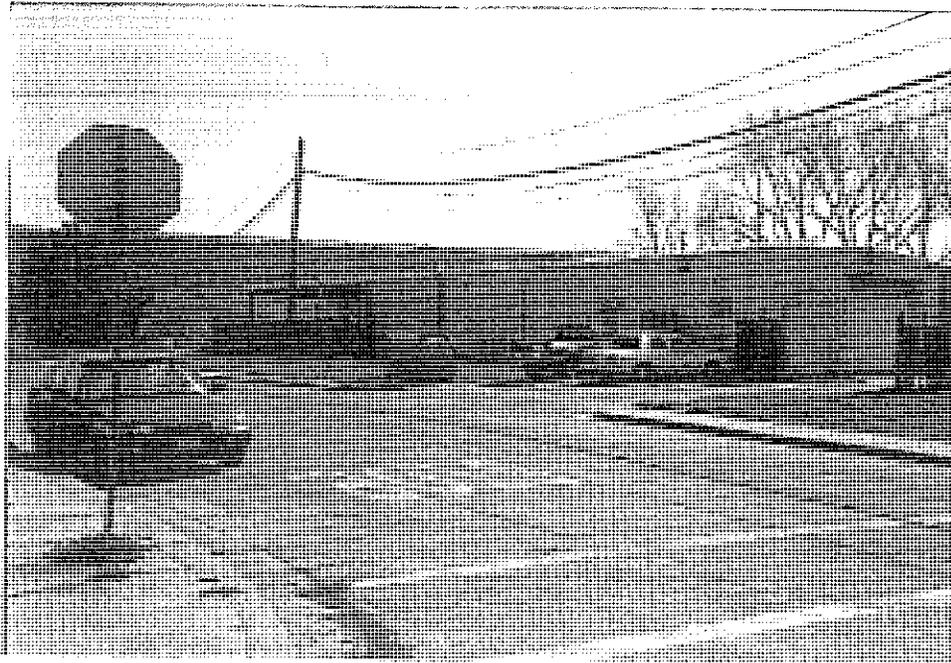
Buildings

*Recorded by Meta Bunse

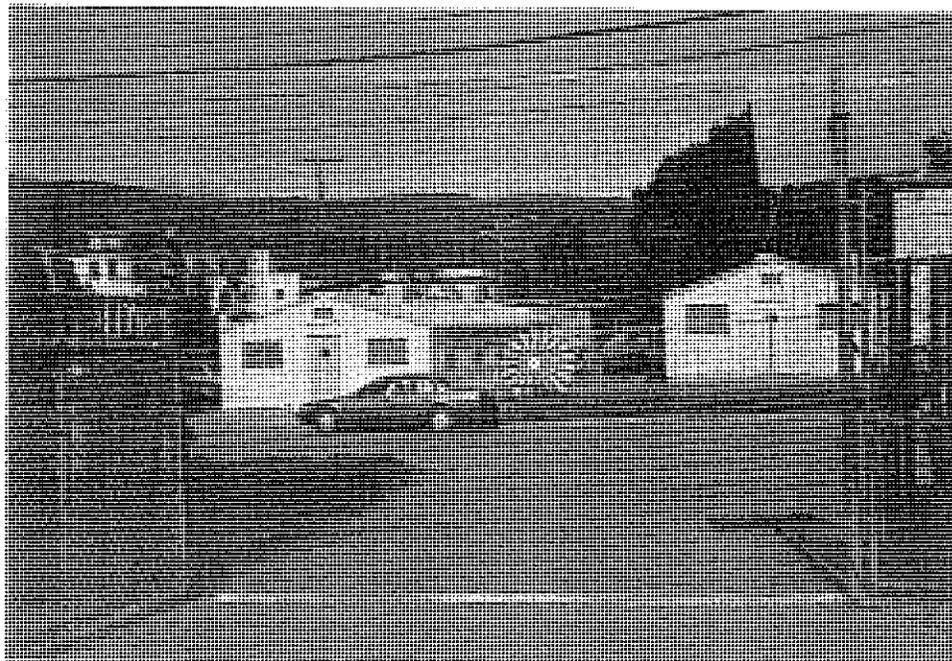
*Date May 1998

Continuation

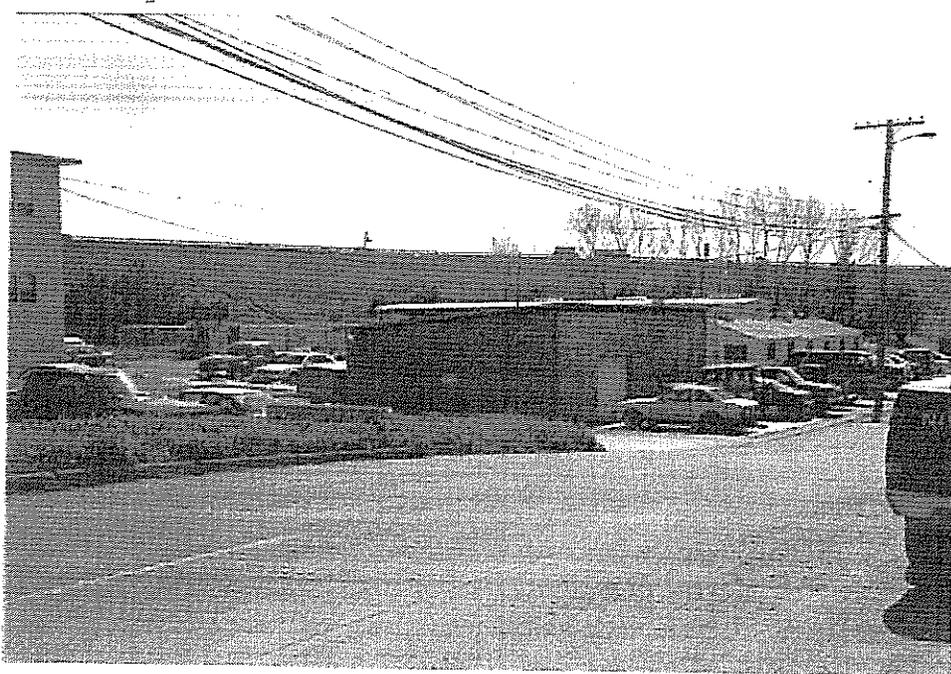
Update



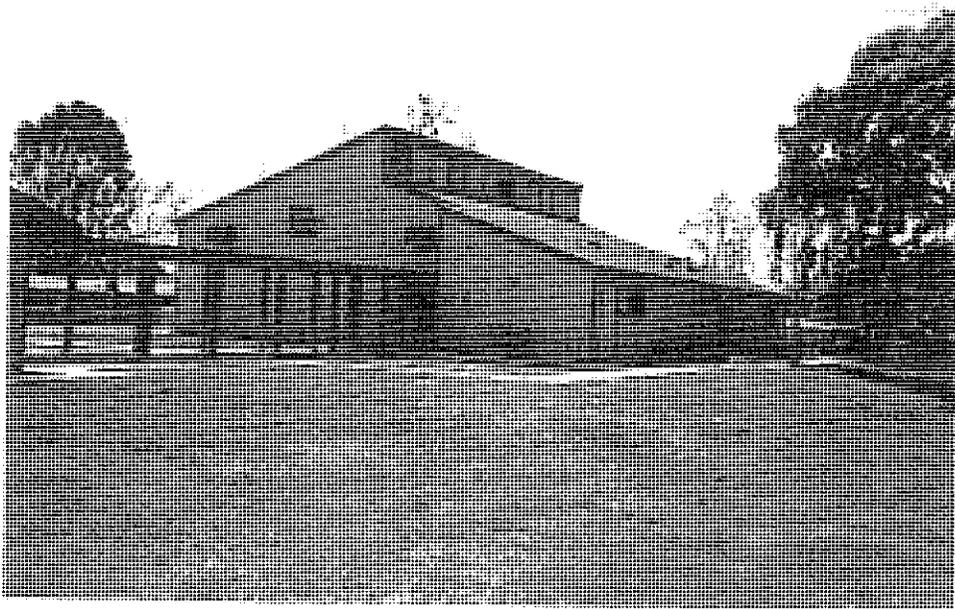
Building 193



Buildings 256 and 264



Building 265



Building 285

Primary #

HRI #

Trinomial

Page 9

*Resource Name or # (Assigned by recorder) Morale, Welfare and Recreation

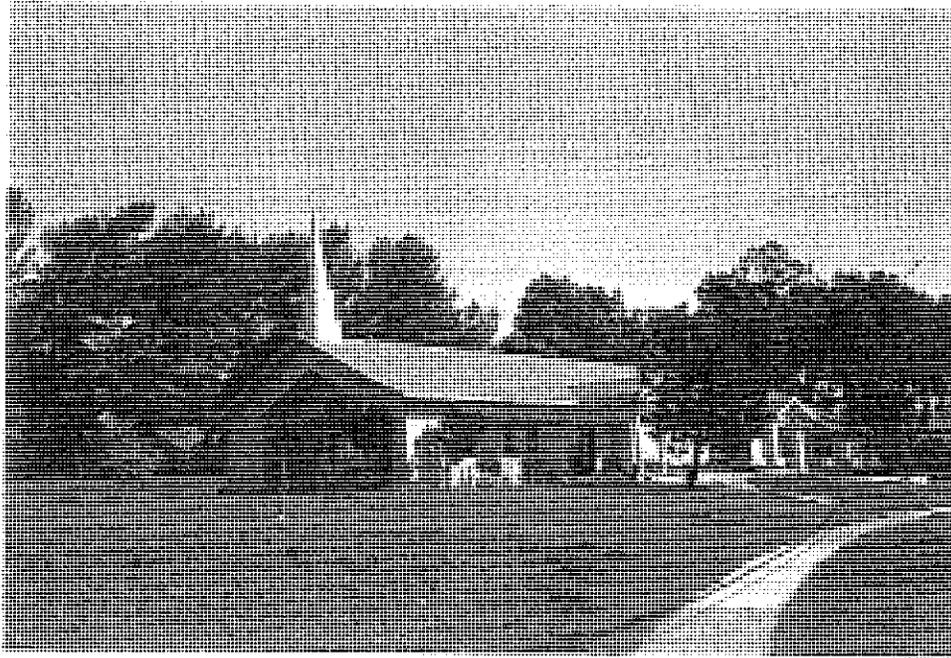
Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation

Update



Building 409

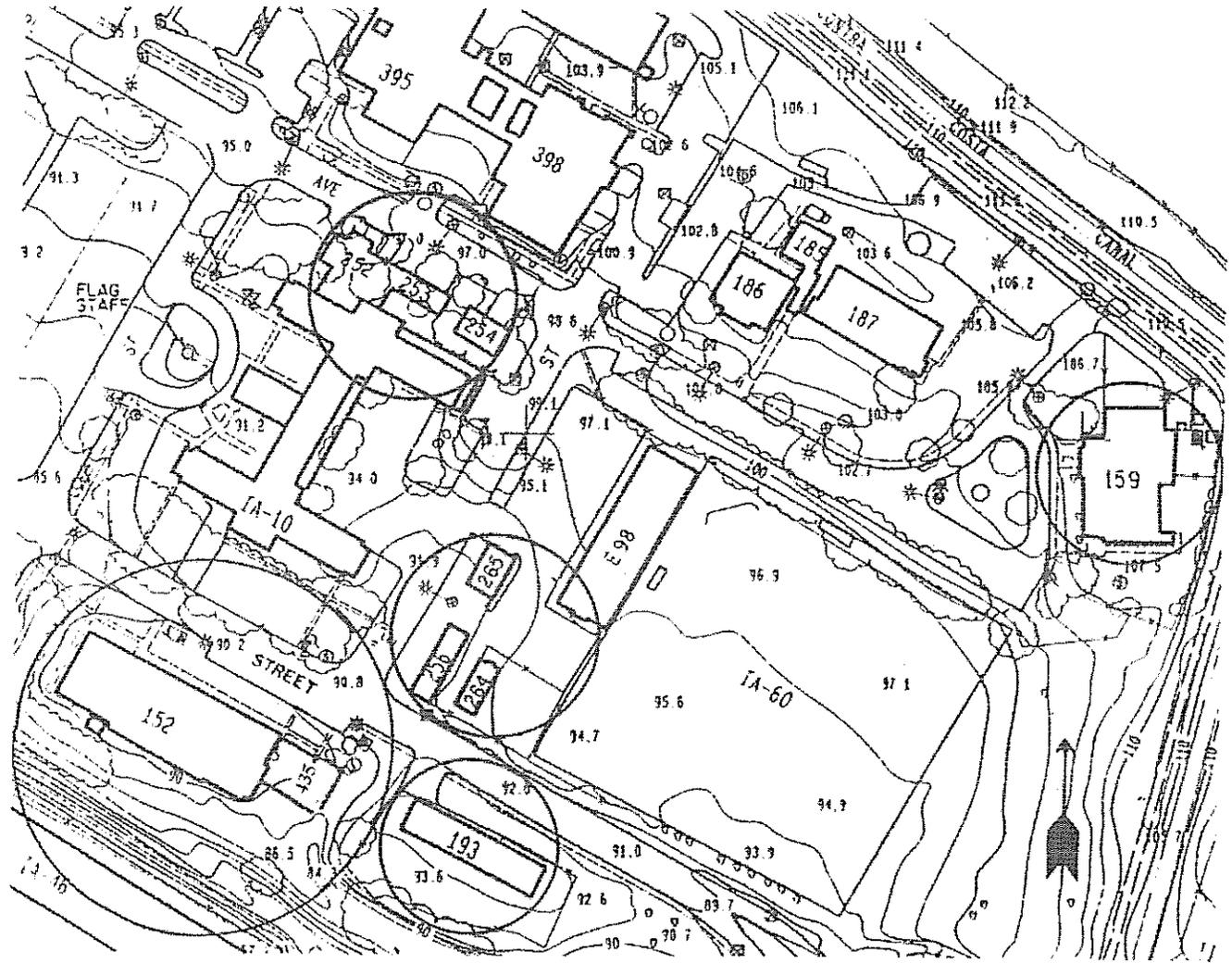
Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

Sketch Maps



Primary #

HRI #

Trinomial

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*Resource Name or # (Assigned by recorder) Morale, Welfare and Recreation

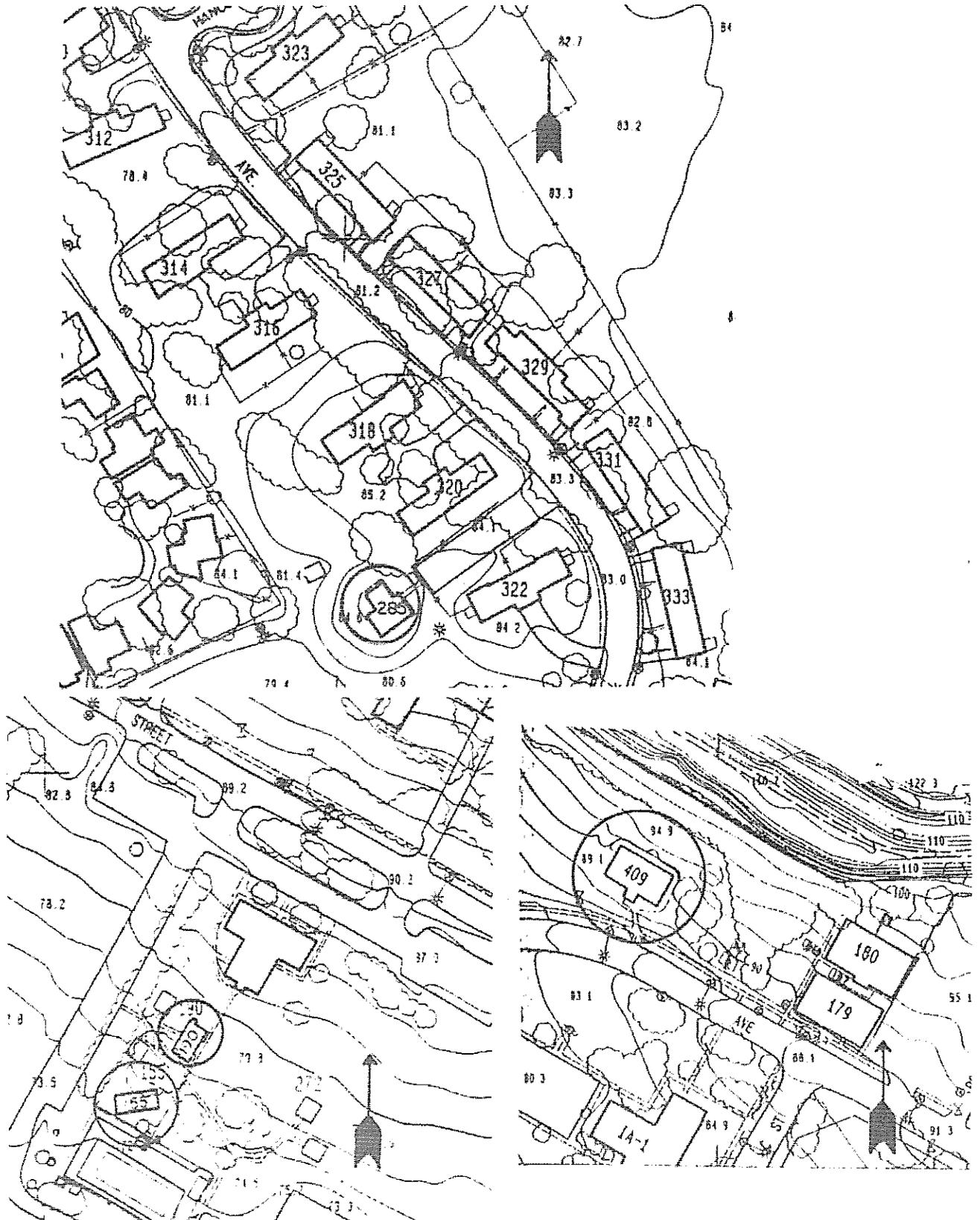
Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation

Update



**State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET**

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 4

*Resource Name or # MWR-Outdoor Court/Field Building IA-59
Continuation Update

P1. Other Identifier: Building IA-59 Tennis Court

*P2d. **UTM:** Zone: 10; 05 86 441 mE/ 42 08 176 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears mostly unchanged. Lack of use has resulted in broken sections of fence, broken netting and various sports related debris.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building IA-59, camera facing northeast, June 2012.



Photograph 2: Building IA-59, camera facing north, June 2012.

Photographs:



Photograph 3: Building IA-59, camera facing northwest, June 2012.

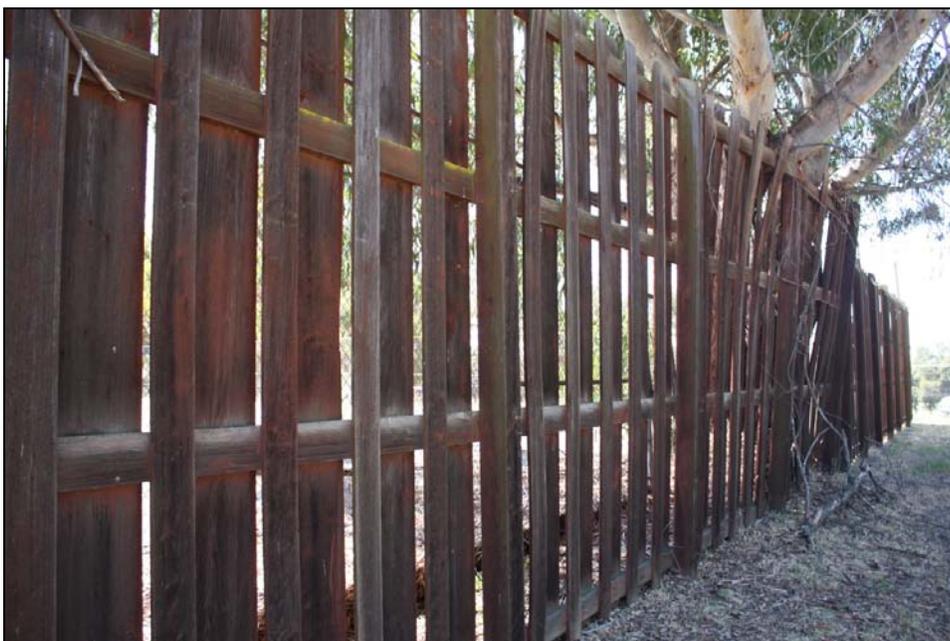


Photograph 4: Building IA-59, camera facing west, June 2012.

Photographs:



Photograph 5: Building IA-59, camera facing southwest, June 2012.



Photograph 6: Building IA-59, camera facing southeast, June 2012.

P1. Other Identifier: Playing Field Facility (IA60), Pistol Range (IA57)

e. Other Locational Data:

USGS 7.5' Quads: *Clayton, Honker Bay, Vine Hill; and Walnut Creek*

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged. Several of the buildings included in the 1998 Report are not in the current study area (259, 272, IA59).

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Polly S. Allen, JRP Historical Consulting, LLC, 1490 Drew Avenue, Suite 110, Davis, CA 95618

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Update Report: Historic Building Inventory and Evaluation Concord Naval Weapons Station, Contra Costa County, California," December 2008.

*B10. **Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California (CNWS) would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of the Base Realignment and Closure (BRAC) process and transfer of the Inland Area of CNWS to the City of Concord.

Although the property was not yet 50 years of age at the time of initial evaluation, it was fully evaluated under the standard criteria of the NRHP and was found ineligible for listing in the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. Subsequent research in the years since the last report has not demonstrated that the property has a direct association with significant events contributing to broad patterns in American history (Criterion A), or a direct association with significant persons in American history (Criterion B). Further, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 form for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP. This update evaluation also evaluated the property in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and concluded that it is not a historical resource for the purposes of CEQA.

Historic Context

See attached 1998 DPR 523 form; historic context unchanged.

Evaluation

See attached 1998 DPR 523 form; evaluation unchanged.

*B14. **Evaluator:** Polly S. Allen

***Date of Evaluation:** August 2008

Photographs:



Photograph 1: IA 60, camera facing southeast, August 13, 2008



Photograph 2: IA 57, camera facing northeast, August 13, 2008

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____		
	HRI # _____		
	Trinomial _____		
	NRHP Status Code <u>6</u>		
Other Listings _____	Review Code _____	Reviewer _____	Date _____

Page 1

*Resource Name or #: (Assigned by recorder) MWR-Outdoor Court/Field

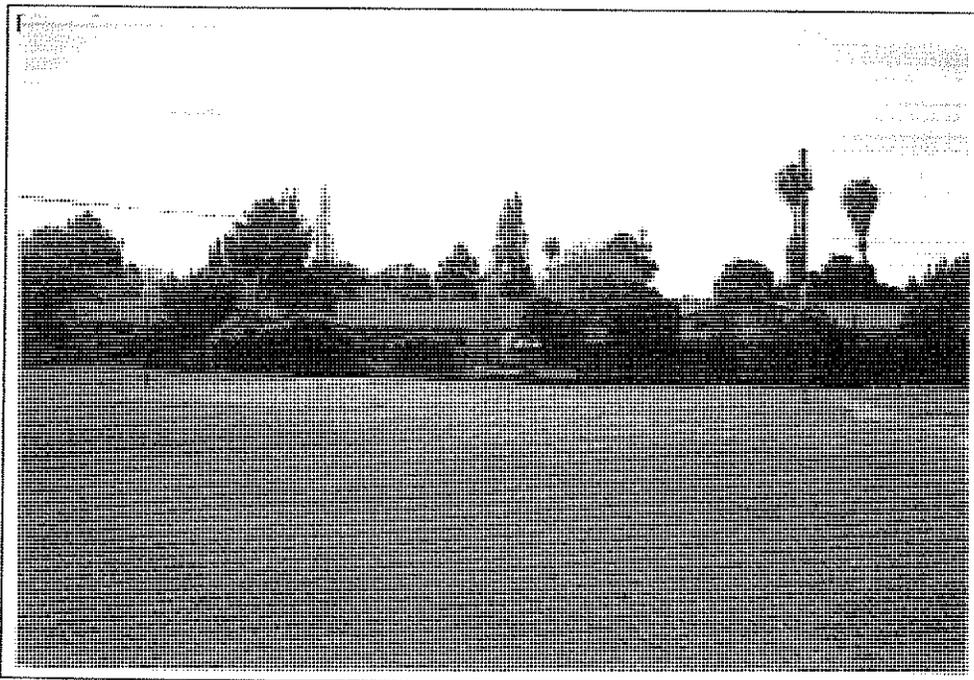
- P1. Other Identifier: Buildings 259, 272, IA57, IA59, and IA60
- *P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)
- *b. USGS 7.5' Quad See P2e. below Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.
- c. Address WPNSTASB DET Concord City Concord Zip 95420
- d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)
These building numbers (259, 272, IA57, IA59, and IA60) have been assigned to several outdoor courts or fields for recreational activities. Although they were installed over several decades, between 1946 and 1981, they serve related functions and are all located in the Inland Area of WPNSTASB DET Concord. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) April 1998

Building 259 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) MWR-Outdoor Court/Field

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Moral/Welfare/Recreation

B4. Present Use: Moral/Welfare/Recreation

*B5. Architectural Style: _____

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a, "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these features appear to be eligible for the National Register because they do not, individually or as a group, possess historic or architectural significance. They did not directly serve WPNSTASB DET Concord's logistical support operation, nor did they make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, these buildings (except for Building IA57) are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

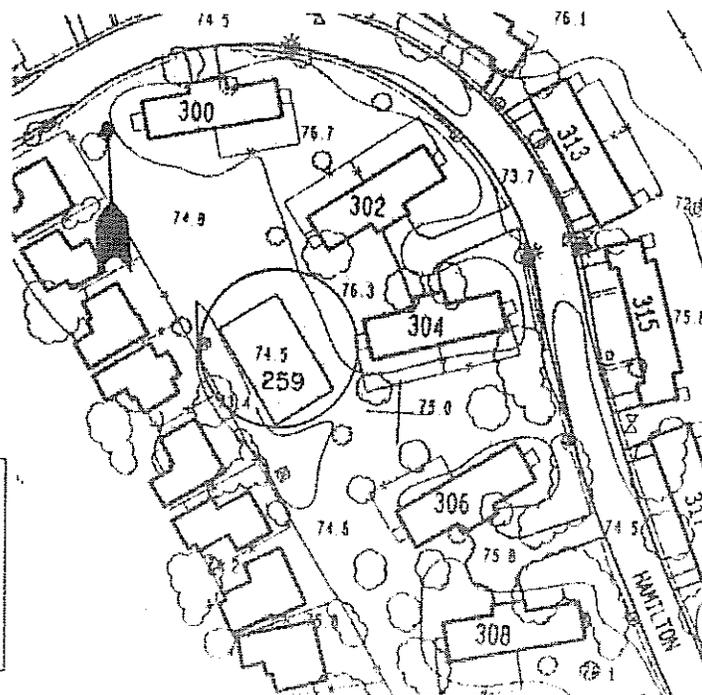
B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998



(This space reserved for official comments.)

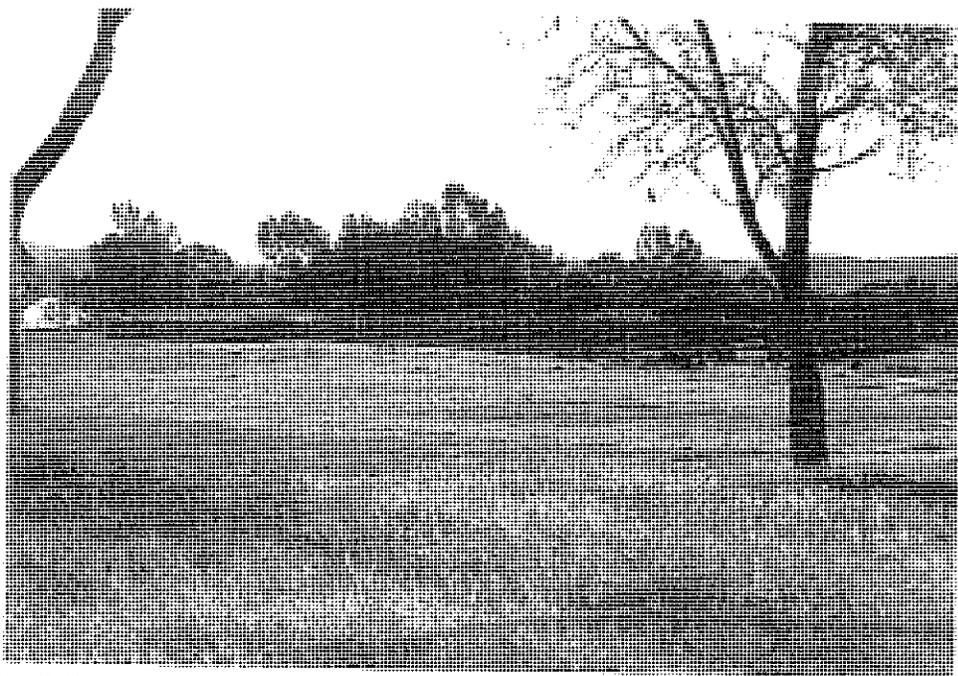
Description (Continued)

Buildings 259 and IA59 are outdoor courts installed in 1974 and 1957 respectively. The asphalt basketball court (Building 259) is located between 2666 and 2672 Hamilton Avenue in the Enlisted Mens' Housing area. The tennis courts (Building IA59) are located near the Picnic Grounds (see Building 272) in the Officers' Housing Area and are surrounded by a tall fence.

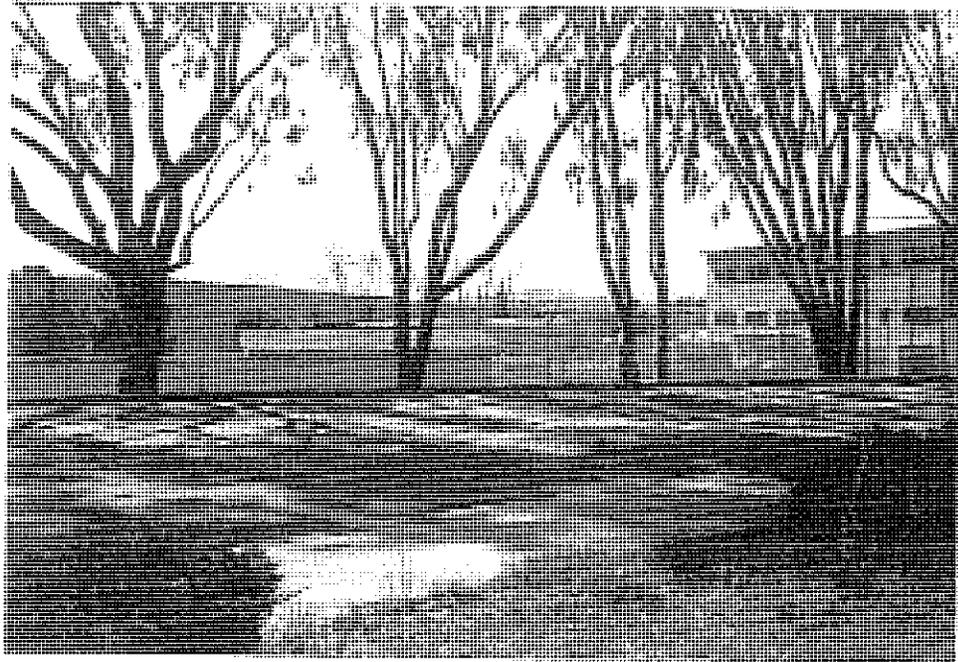
Buildings 272 and IA60 are open fields with appurtenant structures. The Picnic Grounds (Building 272) was established in 1972 in the Officers' Housing Area, and is surrounded by other recreational buildings with their own building numbers (see the form for MWR buildings). Building IA60 is a softball field installed in 1957, with two simple wood frame, shed roofed dugouts sheathed in vertical groove wood siding and composition shingles.

Building IA57 is the station Pistol Range and was established in 1946. It is located at the end of a dirt road leading off of Wilden Road north of its intersection with Kinne Boulevard. The range itself is sited in a depression surrounded by the steeply rising slopes of the foothills. There are several structures located in the range area, including a wood frame observation room and other miscellaneous wood frame buildings and metal containers. These buildings and structures are all of temporary construction quality. Their date of construction is unknown, however, most appear to have been built or moved to this location recently; the range area itself is the only resource known to have been installed in 1946.

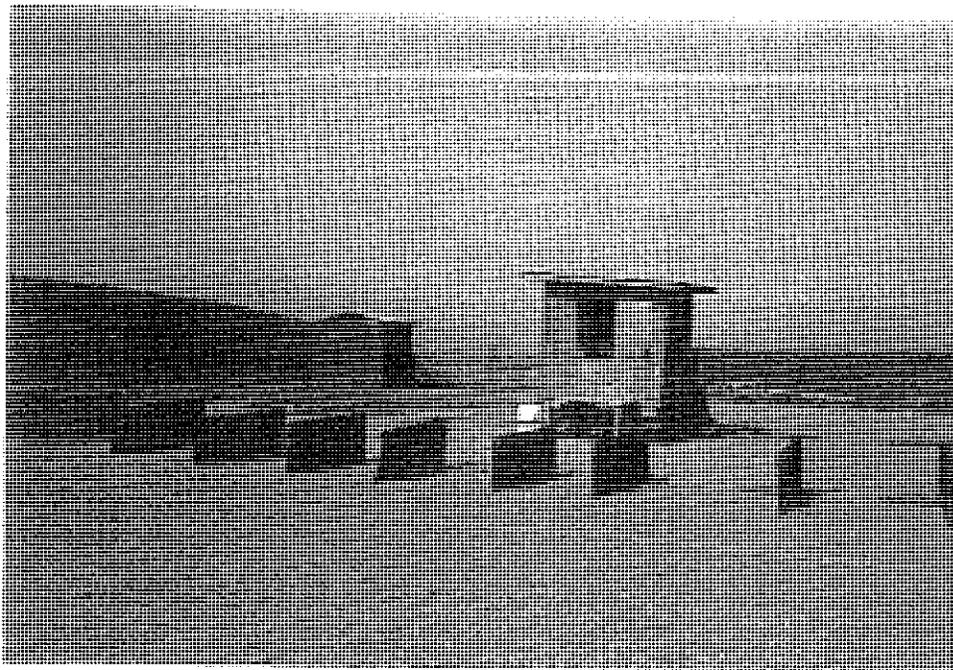
Photographs (Continued)



Building IA59

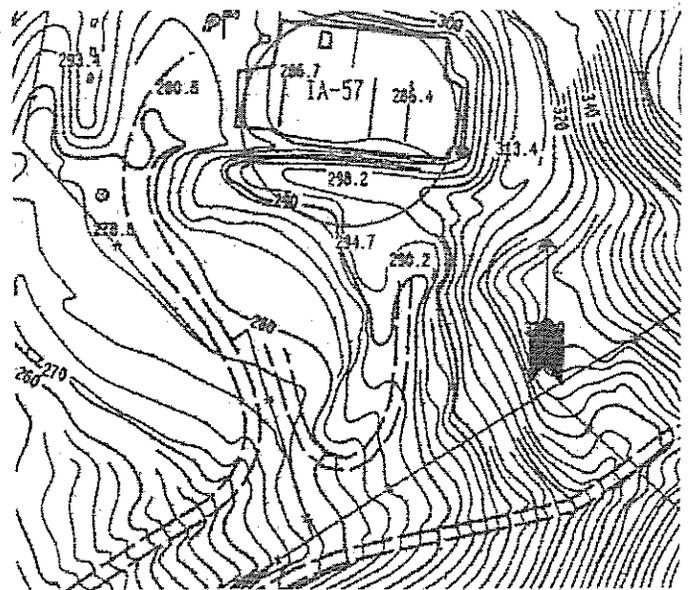
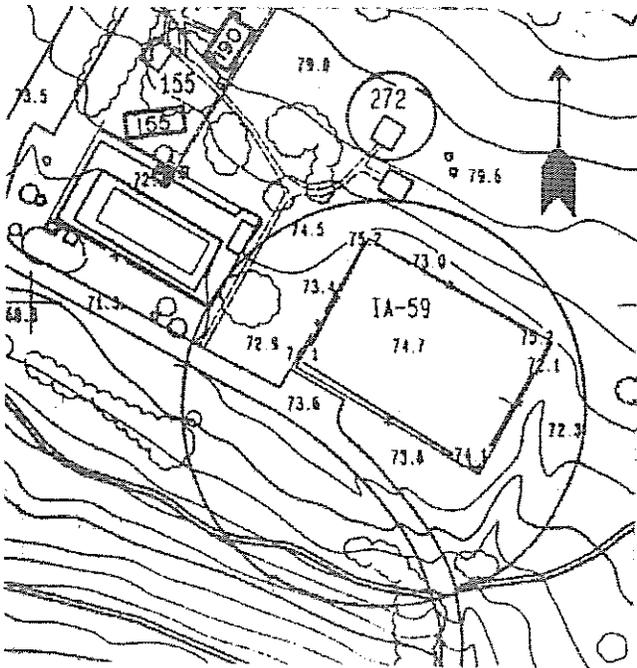
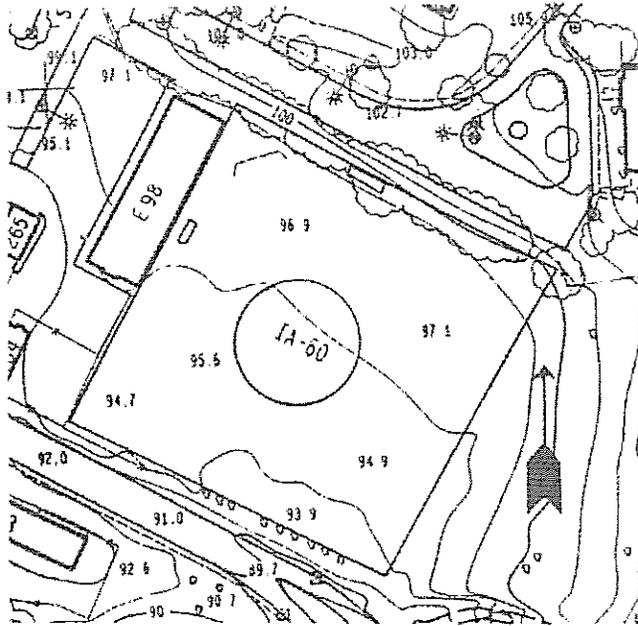


Building IA60



Building IA57

Sketch Maps



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*Resource Name or # Old Lumberyard Building A-29
Continuation Update

P1. Other Identifier: Building A-29 Lumber Salvage Shop (closed)

*P2d. **UTM:** Zone: 10; 05 84 614 mE/ 42 11 327 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears mostly unchanged, although it appears to have been abandoned. Metal reinforcements have been added around the pilings and columns for stability and the rafters and eaves of the structure are well populated with bird's nests.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building A-29, camera facing southeast, June 2012.



Photograph 2: Building A-29, camera facing southwest, June 2012.

Photographs:



Photograph 3: Building A-29, camera facing south, June 2012.



Photograph 4: Building A-29, camera facing west, June 2012.

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	NRHP Status Code <u>6</u>		
Other Listings _____	Review Code _____	Reviewer _____	Date _____

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*Resource Name or #: (Assigned by recorder) Old Lumbervard

P1. Other Identifier: Buildings-122, A29

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e. below Date ____ T ____; R ____; ____ ¼ of ____ ¼ of Sec ____; ____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone ____; ____mE/ ____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

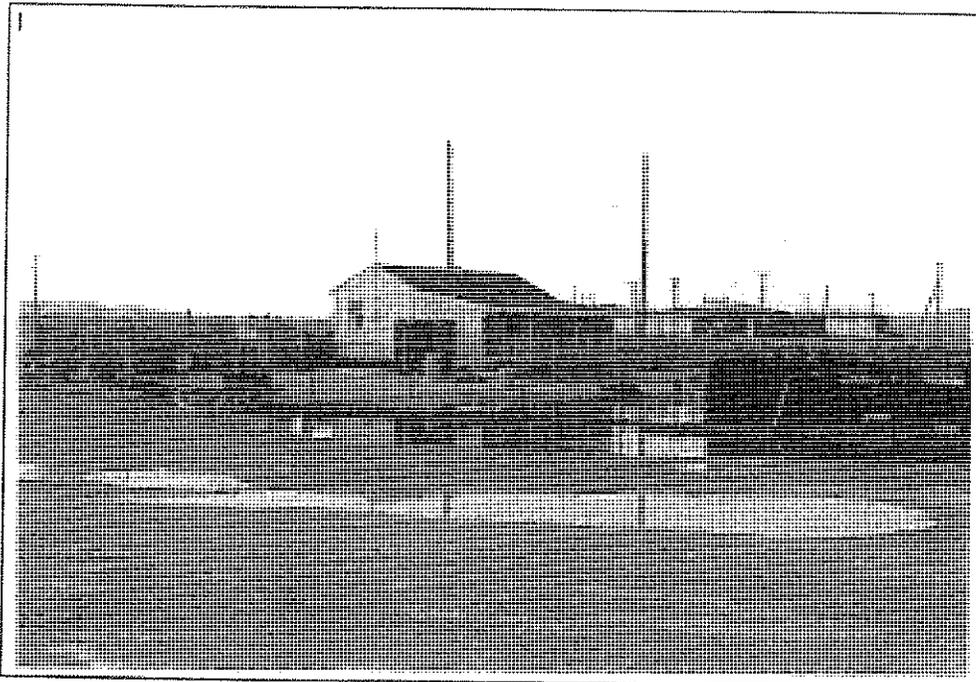
USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

These two buildings are situated in a large open storage yard in the Tidal Area at the ends of Ingram, Powell and Davidson Roads on WPNSTASB DET Concord. Building 122 is the number that has been assigned to an open scrap metal storage yard and adjacent operations building. Building A29 is a lumber storage shed. The buildings are located near four railroad spurs that parallel the roads into the area. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) March 1998

Building 122 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
1946

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Old Lumbervard

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: _____

B4. Present Use: Lumber/Miscellaneous storage

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a. "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

Neither of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have served as a part of WPNSTASB DET Concord's logistical support operation, the buildings do not make a significant contribution to the understanding of that mission or to the Cold War era in general. Furthermore, Building A29 is less than 50 years old and does not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

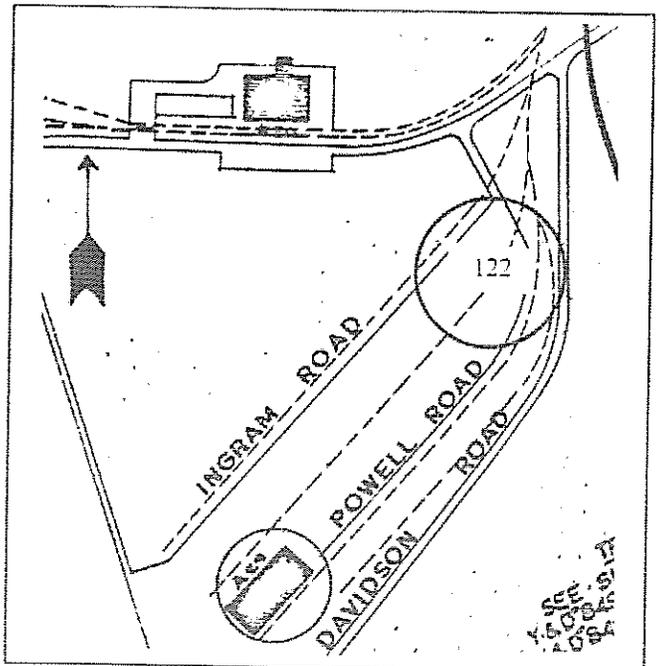
*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(This space reserved for official comments.)

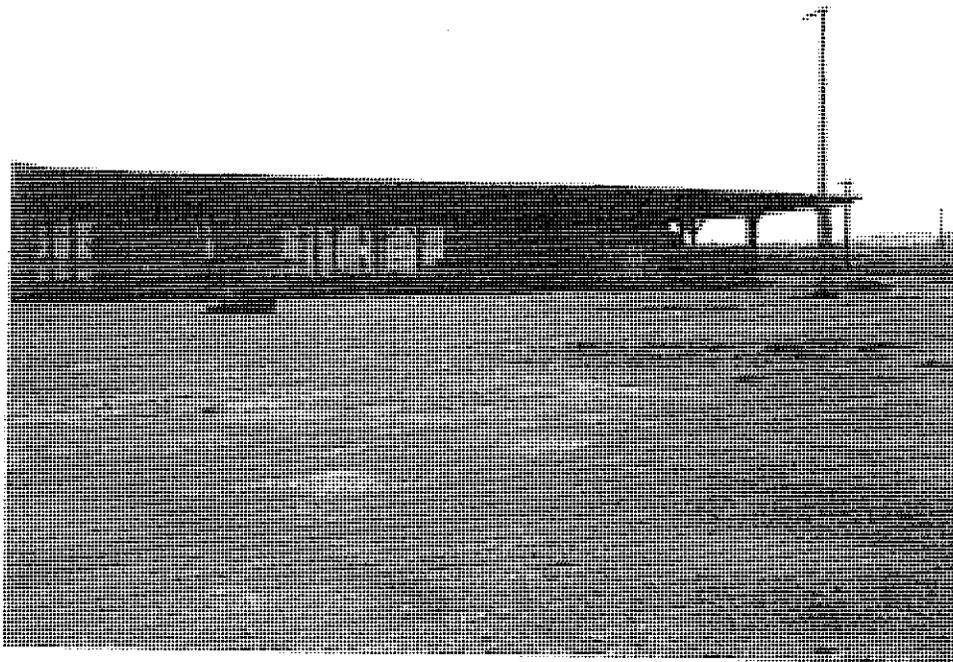


Description (Continued)

Building 122 consists of a simple wood frame building and a fenced yard installed in 1946; the building appears to have been moved to this site because it rests on a timber foundation. It is a small (805 square feet) side-gabled wood frame building with a shed-roofed porch running along the east elevation. The horizontal siding is pierced with double hung 1/1 wood sash and a plain wood door (also in the east elevation). Composition roofing covers the roof. Two railroad spurs flank the fenced yard east of Building 122, which includes metal barriers that define bays for storing different types of scrap metal.

Building A29 is located at the end of Davidson Road and is also flanked by two railroad spurs. The building is an open storage shed with no walls. "Y" shaped timber braces support a wood plank shed roof to cover an area of about 14,000 square feet. A small plywood equipment enclosure has been installed near the northwest corner of the building.

Photographs (Continued)



Building A29

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UPDATE SHEET**

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*Resource Name or # Piers Complex Building 160
Continuation Update

P1. Other Identifier: Building 160 Steam Plant for Pier 2 (defunct)

***P2d. UTM:** Zone: 10; 05 85 563 mE/ 42 12 664 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears mostly unchanged, although there is extensive rust and lack of maintenance evident on the exterior and roof of the building.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



Photograph 1: Building 160, camera facing southwest, June 2012.



Photograph 2: Building 160, camera facing northeast, June 2012.

Photographs:



Photograph 3: Building 160, camera facing southeast, June 2012.



Photograph 4: Building 160, camera facing southwest, June 2012.

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Other Listings
Review Code

Reviewer

Date

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*Resource Name or #: Building 161

P1. Other Identifier: Diesel Above Ground Storage Tank Concrete Cradle

***P2. Location:** Not for Publication Unrestricted

***a. County:** Contra Costa

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, photorevised 1980 T 2N;R 1W; unsectioned

c. Address: Military Ocean Terminal Concord City: Concord Zip: 95420

d. UTM: Zone: 10; 05 85 544 mE/ 42 12 663 mN (WGS 84)

***P3a. Description:**

Building 161 is the remnant of the Diesel Above Ground Storage Tank that previously supported Building 160 Steam Plant for Pier 2, which has been closed. The storage tank has been removed, leaving only the concrete cradle in place. Slightly elevated from the ground, the three part concrete cradle is a structure typical as a foundation for a heavy rounded or drum style tank. Each of the rounded supports is lined with a strip of sheet metal, which have both been warped and rusted due to exposure to the elements.

***P3b. Resource Attributes:** (HP 34) Military Property

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
Northwest, August 2012

***P6. Date Constructed/Age and**

Sources: Historic

Prehistoric Both

***P7. Owner and Address:**

U.S. Army, Washington, D.C.

***P8. Recorded by:**

Melissa Montag
U.S. Army Corps of Engineers
Sacramento District,
1325 J Street, Sacramento, CA
95814-2922

***P9. Date Recorded:**

August 2012

***P10. Survey Type:** Update to previous intensive survey.

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

***Required information**

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code

*Resource Name or # Building 161

B2. Common Name: Diesel Above Ground Storage Tank Concrete Cradle

B3. Original Use: Concrete cradle to support diesel above ground storage tank associated with Building 160, Steam Plant for Pier 2

B4. Present Use: None, defunct

*B5. **Architectural Style:** None

*B6. **Construction History:**

The concrete cradle and tank were built in 1965. The tank is visible in aerial map photography from 2004 but was removed sometime from 2004-2012. All that remains is the concrete cradle that supported the tank.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:**

Supported diesel tank that supported Building 160.

B9a. Architect: Unknown

b. Builder: Unknown

*B10. **Significance: Theme:**

Area:

Period of Significance:

Property Type:

Applicable Criteria:

Previous similar properties at the Military Ocean Terminal Concord (MOTCO) have been fully evaluated under the standard criteria of the NRHP. Building 160, directly associated with Building 161, was evaluated in 1998 and it was determined that it did possess historic or architectural significance. Building 161 does not appear to be eligible for listing in the National Register because it does not individually, or as a contributor to other structures, buildings, or objects, possess historic or architectural significance. Although it served as a part of MOTCO's historic logistical support operation, the object does not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Further, the concrete cradle is merely a remnant of the diesel storage tank that previously supported Building 160, the Steam Plant for Pier 2 and while it may have been crucial to the performance of MOTCO's historic mission, it has been heavily modified so that the loss of integrity is significant. In conclusion, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

B11. Additional Resource Attributes: (HP 34) Military Property

*B12. **References:** JRP Historical Consulting Services, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, WPNSTASB DET Concord," June 1998. U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

B13. Remarks:

*B14. **Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

(This space reserved for official comments.)

See location map.



Page 4 of 4

*Recorded by: Melissa Montag

*Resource Name or # Building161

*Date

Continuation Update



Photograph 1: Building 161, camera facing northwest, August 2012.

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Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: (Assigned by recorder) Piers Complex

P1. Other Identifier: Buildings-101, 102, 104, 105, 128, 160, 407, 410, 411

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e. below Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

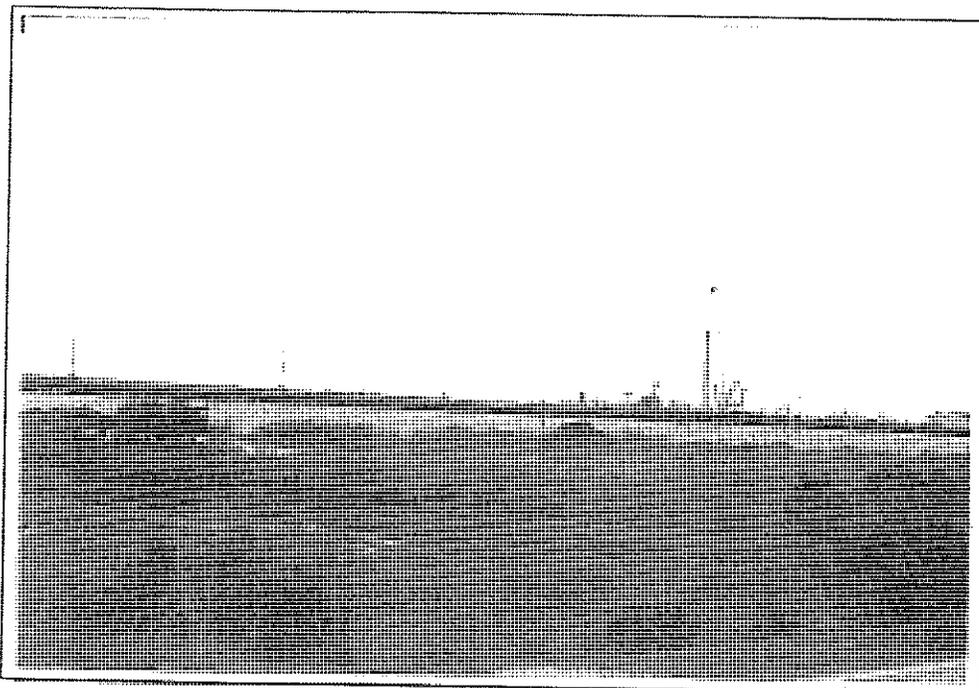
USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

As a shore establishment of the Navy, one of the character-defining elements of WPNSTASB DET Concord has been its piers where various types of ordnance have been loaded and transferred since the opening of the station in 1942. Piers 1 through 4 were located in the Tidal Area along the shoreline of San Pablo Bay. Pier 1 was the only pier completed at the station at the time it opened; it was destroyed in the 1944 explosion. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) February 1998

Building 101 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Piers Complex

B1. Historic Name: Piers 2, 3 and 4 (and support structures)

B2. Common Name: Piers 2, 3 and 4 (and support structures)

B3. Original Use: Ordnance Transshipment

B4. Present Use: Ordnance Transshipment

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a. "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: See Description

b. Builder: See Description

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have served as part of WPNSTASB DET Concord's logistical support operation, the buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. The piers and their appurtenant support buildings (101, 102, 105, 104, 128 and 160) were crucial to the performance of the station's mission, however, this importance led to their heavy use and frequent rehabilitation and modification (See Description). These alterations, especially the 1969 pier extensions, contribute to a loss of integrity for the piers. Furthermore, Buildings 160, 407, 410 and 411 are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

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*Resource Name or # (Assigned by recorder) Piers Complex

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

Description (Continued)

Within a few months of the 1944 explosion, the Navy built Pier 2 (Building 128) to replace the first, as well as Pier 3 (Building 101) further to the east. Pier 4 (Building 104) was built east of Pier 3 the following year, in 1945. The other buildings in this group (102, 105, 160, 407, 410 and 411) are support structures located on or near the piers and built between 1946 and 1980.

Building 101 is the number assigned to Pier 3, which was completed just after Pier 2 (Building 128) in late 1944. Austin Willmott Earl (San Francisco) designed the pier, which is located east of Pier 2 and begins at the end of Mordon Road and the outlet of Belloma Slough. The original timber pier consisted of an access trestle and pier about 2600 feet long with timber piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking covered with an asphaltic concrete surface. Rail access was provided via the trestle at the western end.

The engineering firm Earl and Wright, of San Francisco, designed the extension of all three ammunition piers (2, 3 and 4, or Buildings 128, 101 and 104) in the mid 1960s and Peter Kiewit & Son, the contractor for the project, completed it by 1969. The extensions amounted to concrete turn around trestles that began at the end of each pier and turned southward to meet the shore. This modification allowed trains to enter at one end of the pier, pass the loading areas and then continue onward to loop around and back on to land without having to back off the pier. The extensions consist of pre-stressed concrete piles and concrete decking panels, with timber fender piles. At the time this resource was field inventoried (February 1998), the pier was undergoing rehabilitation including the installation of new concrete piers.

Buildings 102, 105 and 160 are miscellaneous support structures located on or near the piers in the Tidal Area. Buildings 102 and 105 are Change/Relief Houses that are located on the access trestles of Pier 3 and Pier 4, respectively. These 800 square-foot buildings have a shed roof, flush wood personnel doors, and aluminum sliding sash. Although building records indicate that they were built in 1946, they have been re-sided and the windows replaced since that time. Building 160 is a pre-engineered metal building installed here in 1965 and currently used by Public Works for storage. The small building (576 square feet) is clad in metal panels on the walls and roof, and has a sliding metal door in the south (gable-end) elevation. Metal louvers are the only opening on the east side, while there is a nine-lite industrial metal frame window on the west wall. A metal personnel door provides access to through the north elevation.

Building 104 is the building number assigned to Pier 4, built in 1945. Austin Willmott Earl (San Francisco) designed the pier, which is located east of Pier 3 and begins at the shoreline about midway between Belloma and Cunningham sloughs. The original timber pier consisted of an access trestle and pier about 2600 feet long with timber piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking covered with an asphaltic concrete surface. Rail access was provided via the trestle at the western end. In 1965, the station newspaper, *The Transhipper*, reported that Ordnance personnel improved loading facilities at the Pier 4 parking lot to place offload odd lots of material ready for loading aboard ships. The concrete extension (see description of Pier 3, Building 101) was added in 1969. Station Public Works crews installed a cold iron facility for providing power to berthed ships on Pier 4 in 1973.

Building 128 is the number assigned to Pier 2, which was built in 1944. The Navy had already approved the design for the pier, by Miller, Warnecke & Confer (Oakland), in January 1944, six months before the explosion that destroyed the adjacent Pier 1. The same firm had designed the first pier. After the explosion in July, the construction of Pier 2 proceeded quickly and was in use by fall 1944.

At nearly 2,000 feet long, Miller, Warnecke & Confer designed Pier 2 to be almost twice as long as Pier 1. The access trestle for the second pier began right next to the access for Pier 1 (at the foot of what would become Anderson Road) so that a simple railroad switch could send cars onto either pier. Although they began near the same point, the alignment for Pier 2 was much closer to shore than the former Pier 1 alignment. Both piers were constructed of timber: piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking. The deck of Pier 2 was covered with an asphaltic concrete surface.

Probably because of its hasty construction and heavy use during the war, Pier 2 underwent several rehabilitation projects over the years. The deck of the pier needed to be replaced by 1952. The 12th Naval District Public Works oversaw this project that provided 4,000 linear feet of decking on Pier 2 (including both access trestles). John J. Gould & H. J. Degenkolb, the consulting engineers who headed the next project to rehabilitate Pier 2, did work in three stages between 1958 and 1960. At this time crews replaced rotten piles, decking and other timber elements with treated Douglas Fir. A few years later, in 1965, public works repaired fire damage at the end of Pier 2 that included the installation of some new piles, bracing and decking. The concrete turn-around extension (see description of Pier 3, Building 101) was added in 1969.

Buildings 407, 410 and 411 are part of a boiler plant facility located just south of Pier 4 in the Tidal area. Koepf & Lange, Consulting Engineers (Lafayette) designed the plant and adjacent tank farm in 1980. The boiler plant is Building 407, while 410 and 411 are building numbers assigned to the metal fuel storage tanks located just to the west. These structures are all set on thick concrete foundations in this low-lying area near the shoreline. Building 407 is a pre-engineered steel frame building with metal overhead doors in the south elevation and metal personnel doors in both the south elevation and the east (gable) end. Large metal louvered openings ventilate the structure from each gable end and some equipment piping and vents penetrate the walls and shallow gable roof of the building.

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*Resource Name or # (Assigned by recorder) Piers Complex

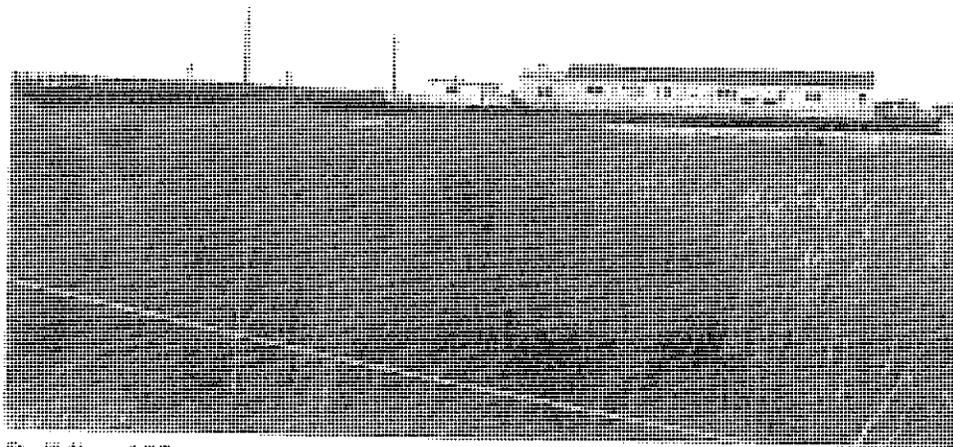
*Recorded by Meta Bunsc

*Date May 1998

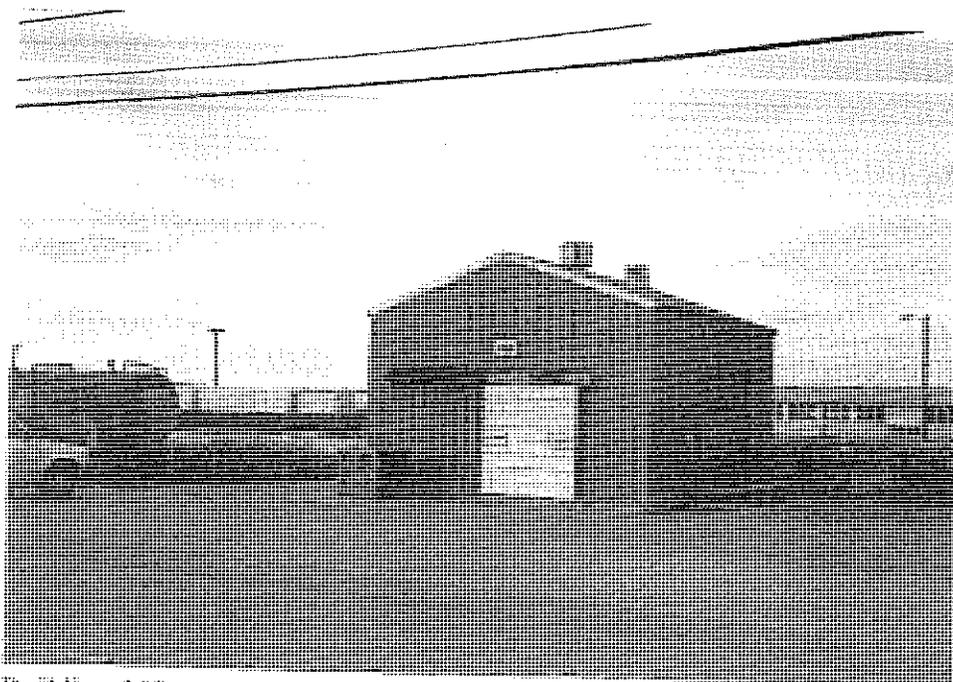
Continuation

Update

Photographs (Continued)



Building 102



Building 167

Primary #

HRI #

Trinomial

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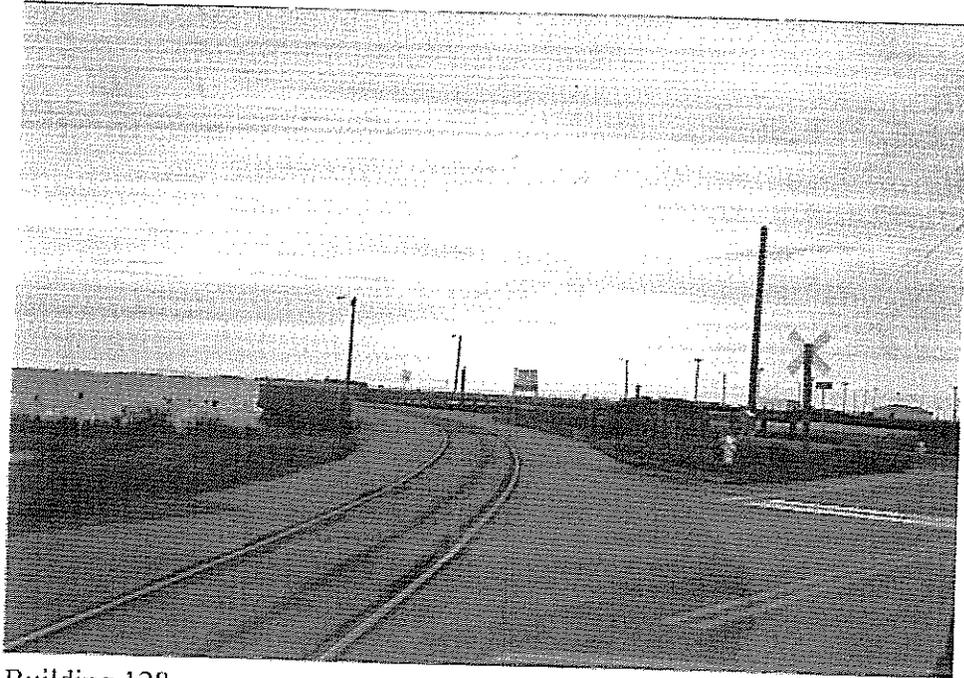
*Recorded by Meta Bunse

*Resource Name or # (Assigned by recorder) Piers Complex

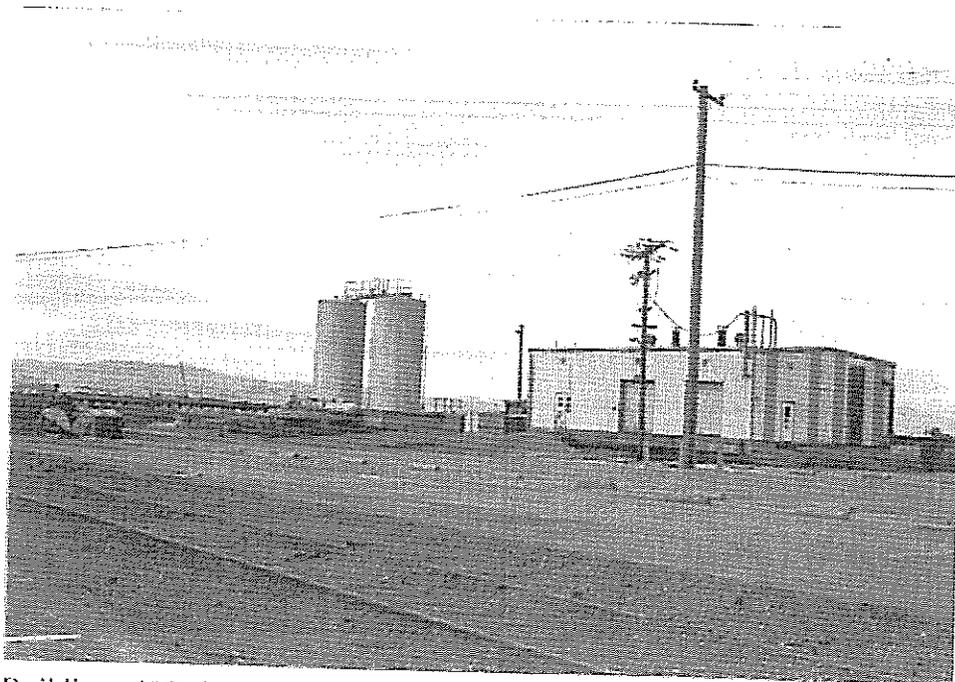
*Date May 1998

Continuation

Update

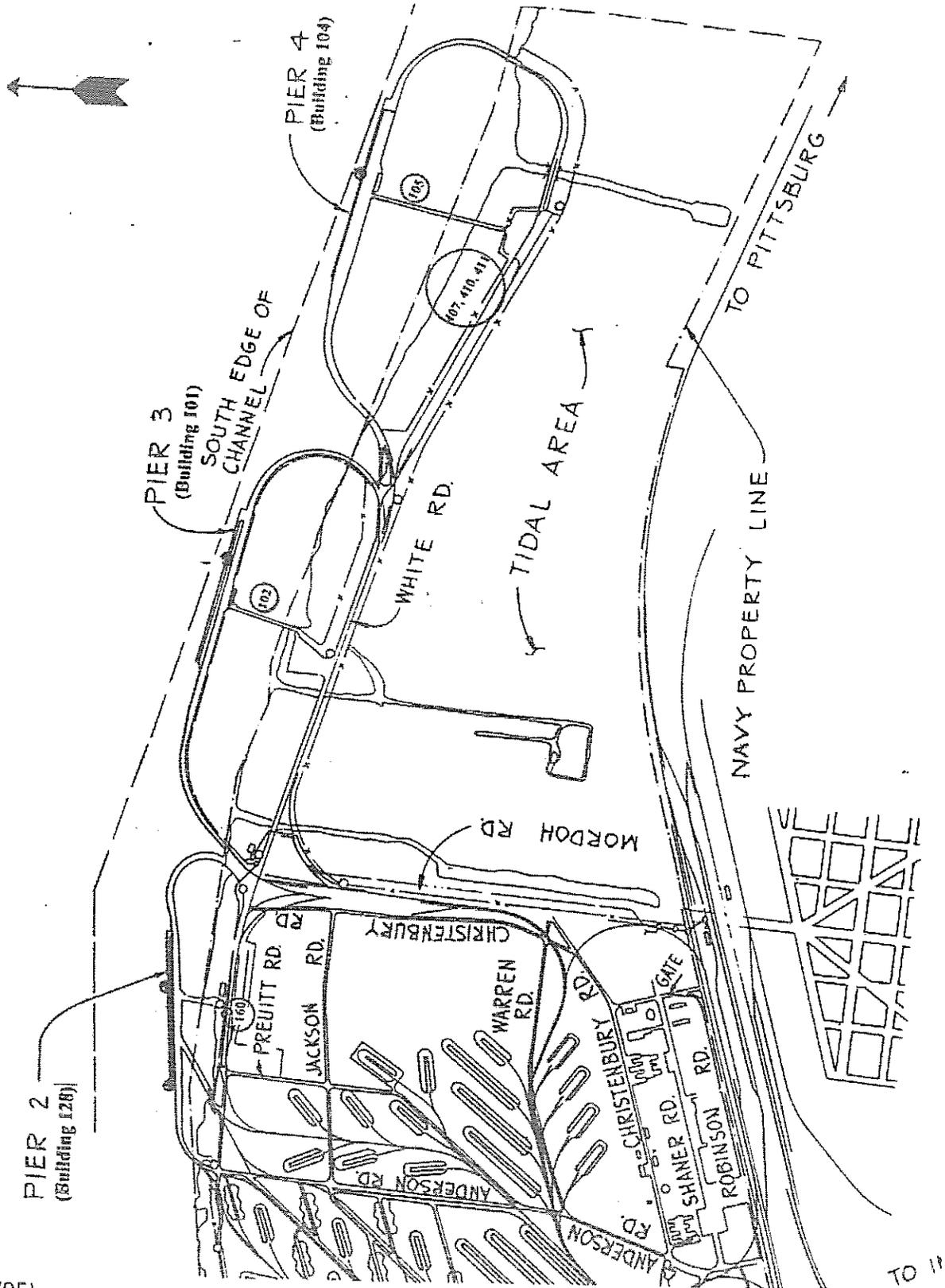


Building 128



Buildings 407, 410 and 411

Sketch Map



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #
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Trinomial
NRHP Status Code

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*Resource Name or # Public Works Building 262
Continuation Update

P1. Other Identifier: Building 262 Inland Army Security

*P2d. **UTM:** Zone: 10; 05 85 556 mE/ 42 08 401 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged. In the years since the 1998 recordation Building 262 appears to have undergone changes to setting, feeling, and association around the building. Located near the security offices and front gates, large fortifying fences have been erected around the building.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Additionally, the function of Building 262 has changed from a Public Works building to a Security and Safety Building, further affecting its integrity of feeling and association.

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building 262, camera facing southwest, June 2012.



Photograph 2: Building 262, camera facing west, June 2012.

Photographs:



Photograph 3: Building 262, camera facing north, June 2012.



Photograph 4: Building 262, camera facing northeast, June 2012.

P1. Other Identifier: Buildings 116, 150, 423, IA37, IA38, IA43, IA46, IA48, IA49, IA51, IA52

*P2 e. Other Locational Data:

USGS 7.5' Quads: *Clayton, Honker Bay, Vine Hill; and Walnut Creek*

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Polly S. Allen, JRP Historical Consulting, LLC, 1490 Drew Avenue, Suite 110, Davis, CA 95618

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Update Report: Historic Building Inventory and Evaluation Concord Naval Weapons Station, Contra Costa County, California," December 2008.

*B10. **Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California (CNWS) would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of the Base Realignment and Closure (BRAC) process and transfer of the Inland Area of CNWS to the City of Concord.

Although the property was not yet 50 years of age at the time of initial evaluation, it was fully evaluated under the standard criteria of the NRHP and was found ineligible for listing in the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. Subsequent research in the years since the last report has not demonstrated that the property has a direct association with significant events contributing to broad patterns in American history (Criterion A), or a direct association with significant persons in American history (Criterion B). Further, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 form for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP. This update evaluation also evaluated the property in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and concluded that it is not a historical resource for the purposes of CEQA.

Historic Context

See attached 1998 DPR 523 form; historic context unchanged.

Evaluation

See attached 1998 DPR 523 form; evaluation unchanged.

*B14. **Evaluator:** Polly S. Allen

***Date of Evaluation:** August 2008

Photographs:



Photograph 1: Building 116, camera facing northwest, August 13, 2008



Photograph 2: Building 150, camera facing southeast, August 13, 2008

Photographs (continued):



Photograph 3: Building 423, camera facing southwest, August 13, 2008



Photograph 4: Building IA38, camera facing north, August 13, 2008

Photographs (continued):



Photograph 5: Building IA46, camera facing northeast, August 13, 2008



Photograph 6: Building IA48, camera facing northeast, August 13, 2008

Photographs (continued):



Photograph 7: Building IA49, camera facing northeast, August 13, 2008



Photograph 8: Building IA51, camera facing east, August 13, 2008

Photographs (continued):



Photograph 9: Building IA52, camera facing south, August 13, 2008

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____		
	HRI # _____		
	Trinomial _____		
	NRHP Status Code <u>6</u>		
Other Listings _____	Review Code _____	Reviewer _____	Date _____

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*Resource Name or #: (Assigned by recorder) Public Works

P1. Other Identifier: Buildings 116, 150, 262, 423, IA37, IA38, IA43, IA46, IA48, IA49, IA51, IA52

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e. below Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

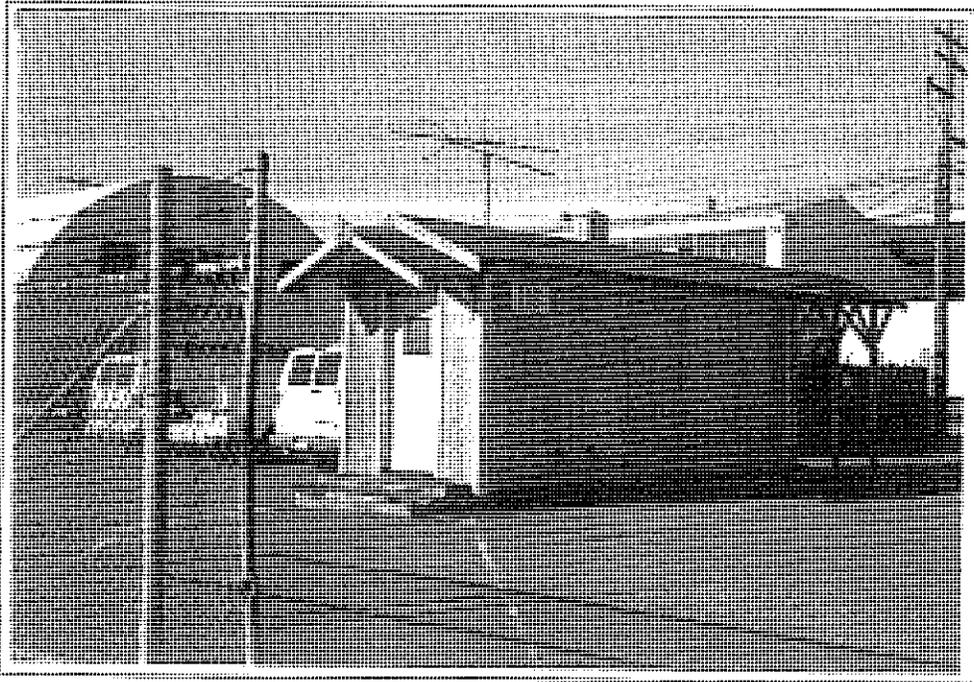
USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

The twelve buildings inventoried on this form were built between 1946 and 1984 and are united by their general Public Works functions and their relatively centralized location in the Inland Area of WPNSTASB DET Concord. Most of the buildings (116, IA37, IA38, IA43, IA48, IA49, IA51, and IA52) are located within the area bounded by B and D Streets and First Street and Kinne Boulevard. Three others are just across the street from the main group: Buildings 150, IA46 are just on the other side of D Street and Building 423 is across Kinne Boulevard. Building 262 is located further away, just south of Building IA2 at the station entrance on Kinne Boulevard. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) March 1998

Building 116 shown here

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,

Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting

Services, 1490 Drew Avenue,

Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Public Works

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Public works functions

B4. Present Use: Public works functions

*B5. Architectural Style: _____

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a, "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: See Description

b. Builder: Unknown

*B10. Significance: Theme _____ Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have generally served as part of WPNSTASB DET Concord's logistical support operation, these public works buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, nine of the buildings (150, 262, 423, IA43, IA46, IA48, IA49, IA51 and IA52) are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

Description (Continued)

Building 116 is a small (about 7' x 18') wood frame structure sheathed in plain plywood siding located southwest of IA37. It is accessed through doors in each narrow (gable) end. On the south elevation the door is covered by a gabled roof supported on brackets and on the north, the roof of the main structure extends to form a covered patio area. Composition roll sheeting covers the roof and the rafter tails are exposed. Although records indicate the structure was originally built in 1946, the entire building sits on a heavy timber foundation and may have been moved to this site.

Building 150 is a pre-engineered metal shed installed in 1963. It has two door openings in the north elevation that are fitted with collapsible metal gates. The building sits on a concrete slab west of IA46.

Building 262 was constructed in 1959 and is located just south of the main gate (IA2) of WPNSTASB DET Concord, west of Kinne Boulevard. It is an approximately 2,700 square foot concrete block structure with a shallow end-gable roof form. The built-up roof appears to be covered with gravel. Bands of metal sash along the east and west elevations are completely obscured by metal awnings. Metal personnel doors provide access at the gable ends of the building.

Building 423 is a pre-engineered metal building located near IA8, west of Kinne Boulevard. It was erected in 1963 and is currently part of the Explosive Ordnance Disposal Detachment. Three metal overhead doors fill most of the southeast elevation, while a metal personnel door provides access through the northeast elevation. The shallow side-gabled metal roof is topped by three ridge vents.

Buildings IA37, IA38, and IA43 are all Quonset huts located in the Public Works area. IA37 and IA38 were installed here in 1947, while IA43 was installed in 1951. The buildings are of differing dimensions (IA37 is about 100' x 40', IA38 measures about 140' x 40' and IA43 is about 100' x 20') with various window types. Most of the original windows have been replaced with sliding aluminum sash, although a few 1/1 double hung wood sash examples remain. Metal overhead doors provide equipment or freight access to the structures. The other door openings include several wood personnel doors, some in the end and some in the side elevations, and a sliding metal door in the center of the southwest elevation of IA38. IA37 and IA43 also have roof ventilators. The metal equipment tower at the east corner of IA37 is a sawdust collection system designed by 12th Naval District Public Works in 1957.

Buildings IA46, IA48 and IA49 are vehicle or equipment garages designed by the 12th Naval District Public Works in 1952. IA46 is located southwest of the Gymnasium (Building 152) and across D Street from the Public Works yard. The other two are in the yard, IA48 between IA11 and IA16, while IA49 is east of IA15. All three are wood frame structures of different sizes with simple linear plans: IA46 is 330' x 60', IA48 is 227' x 53' and IA49 is 155' x 25'. IA46 and IA48 are still used for vehicle and equipment storage and as repair space. Both also have an enclosed shop or office area at one end, while the rest of the structure is a three-sided garage. IA49 is currently used for storage and for Self-Help shops.

Primary #

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Trinomial

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*Resource Name or # (Assigned by recorder) Public Works

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

The eaves of IA46 are unboxed and the enclosed portion of the building is sheathed in horizontal siding. It is accessed by two metal overhead doors and two wood personnel doors. The open-sided garage portion of the building comprises roughly two-thirds of its plan.

IA48 has three roof heights, each in shed-roof form, stepping down from the highest at the southeast end to the lowest at the northwest end with no overhang. The narrow enclosed space at the southeast end of the building has a single aluminum frame double-hung window and is accessed by a wood personnel door. The open-sided garage portion of the building comprises roughly one-fourth of its plan.

IA49 has a simple shed-roof and is sheathed in horizontal wood siding along the long elevations (northwest and southeast) and shingles on the short elevations. Unlike the other garage buildings, IA49 is entirely enclosed shop space accessed by way of several types of doors. There are seven large doors that fill the northwest elevation: five sliding wood doors and two metal overhead doors set near the center of this wall. The wood sliding door at the northeast end has been infilled with a wood personnel door.

Buildings IA51 and IA52 were designed by Wilton Smith/B. L. Nishkian, Architects & Engineers (San Francisco) and completed in 1953. IA51 is located between IA15 and IA37, while IA52 sits between IA37 and IA38. Both are reinforced concrete block structures with flat gravel-covered roofs.

IA51 is a 40' x 33' building with a metal overhead door in the southwest elevation (replacing the original sliding metal doors) that has been inset with a personnel door. The other wall openings are either metal louvered vents or horizontal pivoting industrial metal sash. Although originally designed as a steam cleaning building, it currently serves as an automotive maintenance shop with tire storage under a corrugated metal open-sided shed roof addition at the northwest elevation.

IA52 is relatively unchanged from its original design as an air compressor building. The industrial metal sash is covered with metal grates and the metal louvered vents appear unchanged, as do the pair of hinged metal doors in the northwest elevation. The metal gravity ventilator protruding from the center of the roof was a used part provided by the government for this construction project.

Primary #

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Trinomial

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*Resource Name or # (Assigned by recorder) Public Works

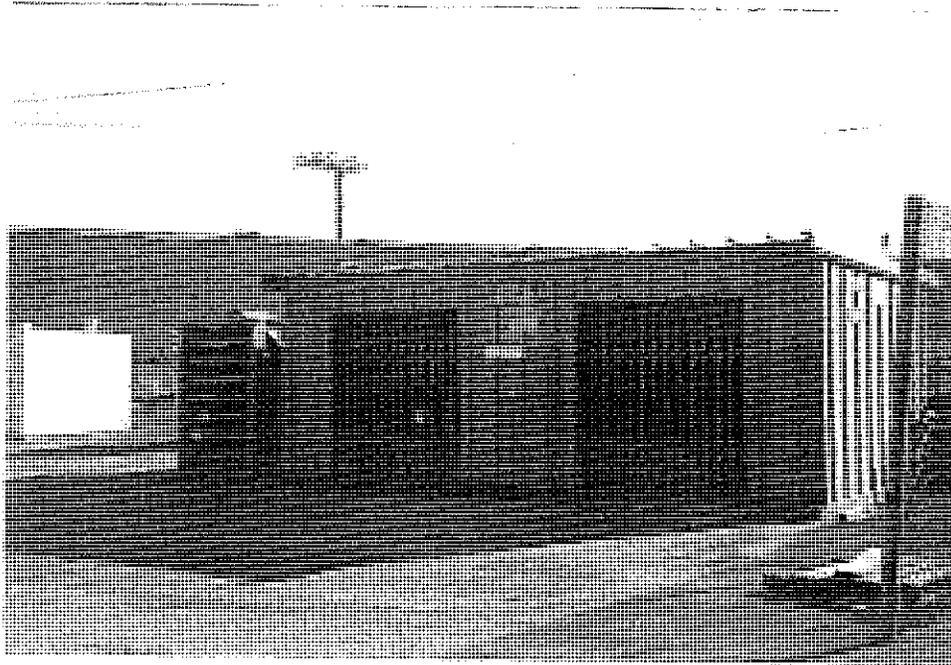
*Recorded by Meta Bunse

*Date May 1998

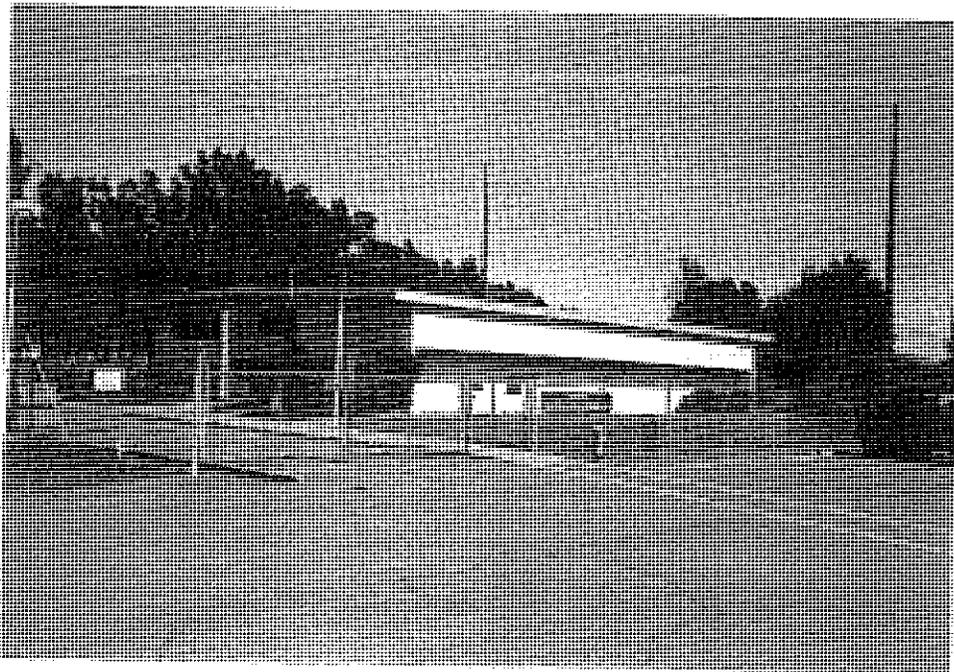
Continuation

Update

Photographs (Continued)



Building 150



Building 262

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI #

Trinomial

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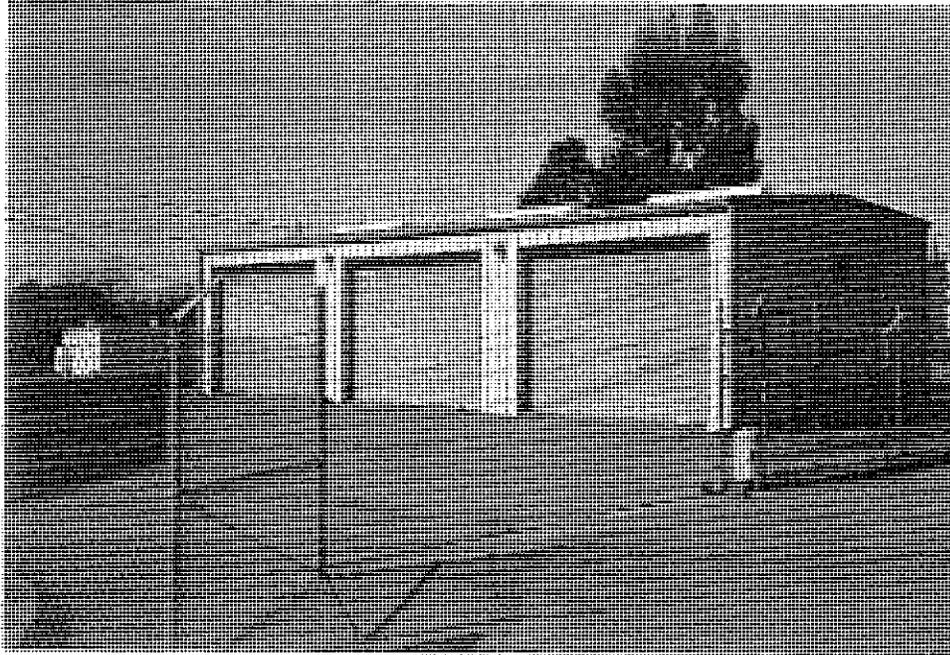
*Resource Name or # (Assigned by recorder) Public Works

*Recorded by Meta Bunse

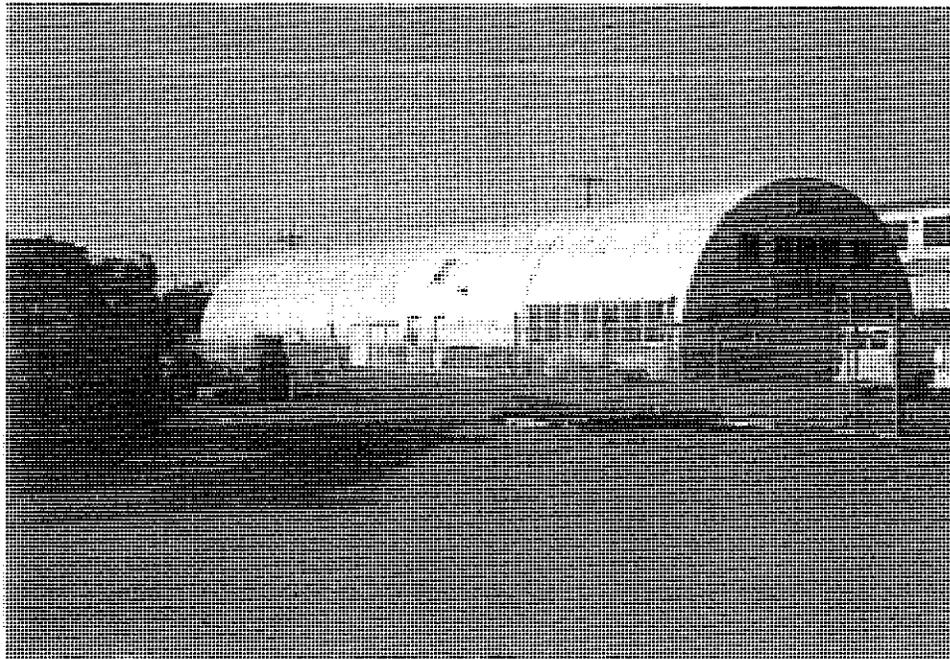
*Date May 1998

Continuation

Update



Building 423



Building IA38

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI #

Trinomial

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*Resource Name or # (Assigned by recorder)

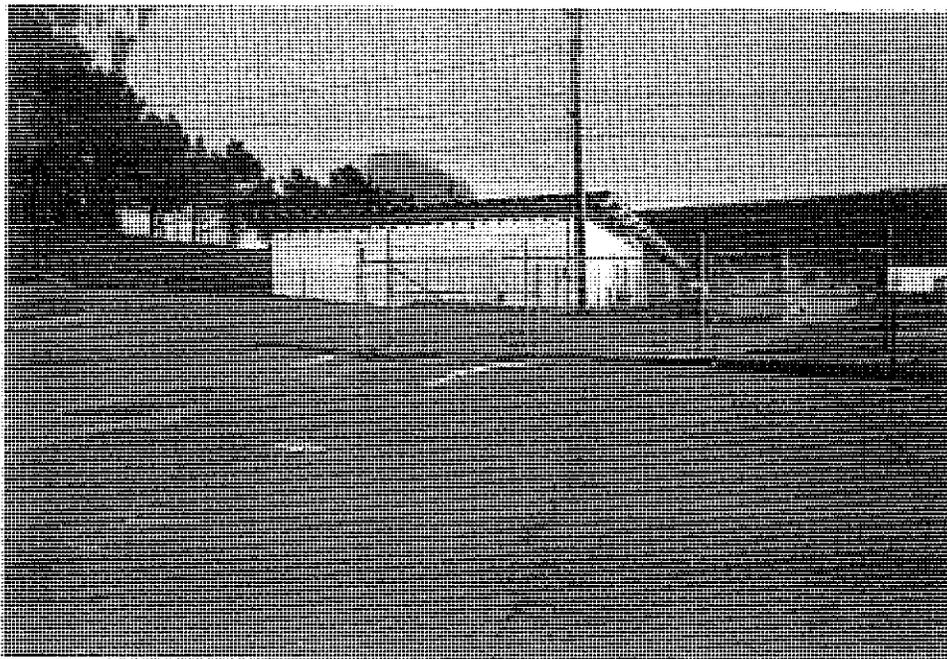
Public Works

*Recorded by Meta Bunse

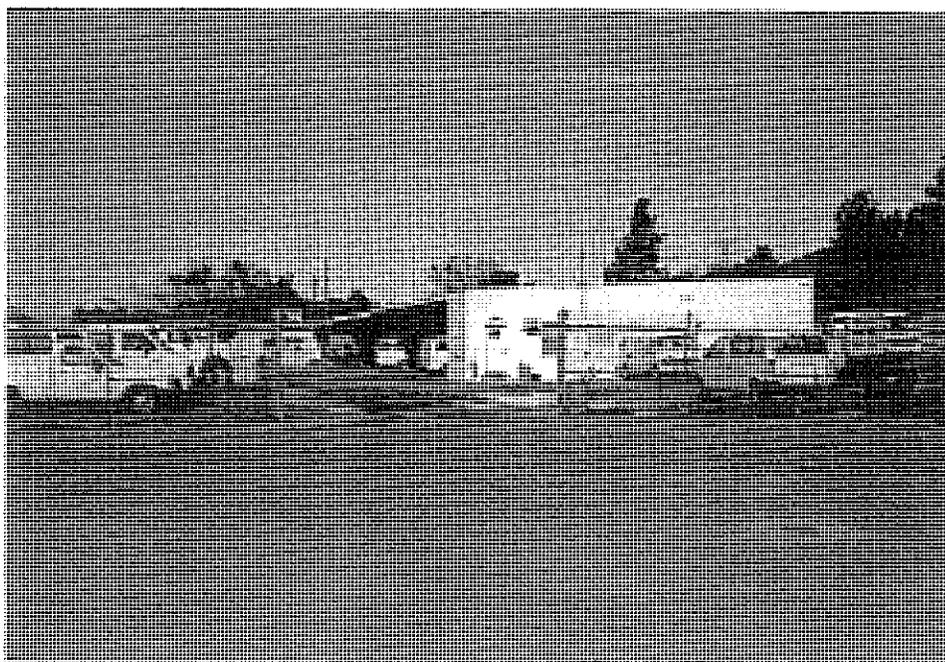
*Date May 1998

Continuation

Update



Building IA46



Building IA48

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI #

Trinomial

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*Recorded by Meta Bunse

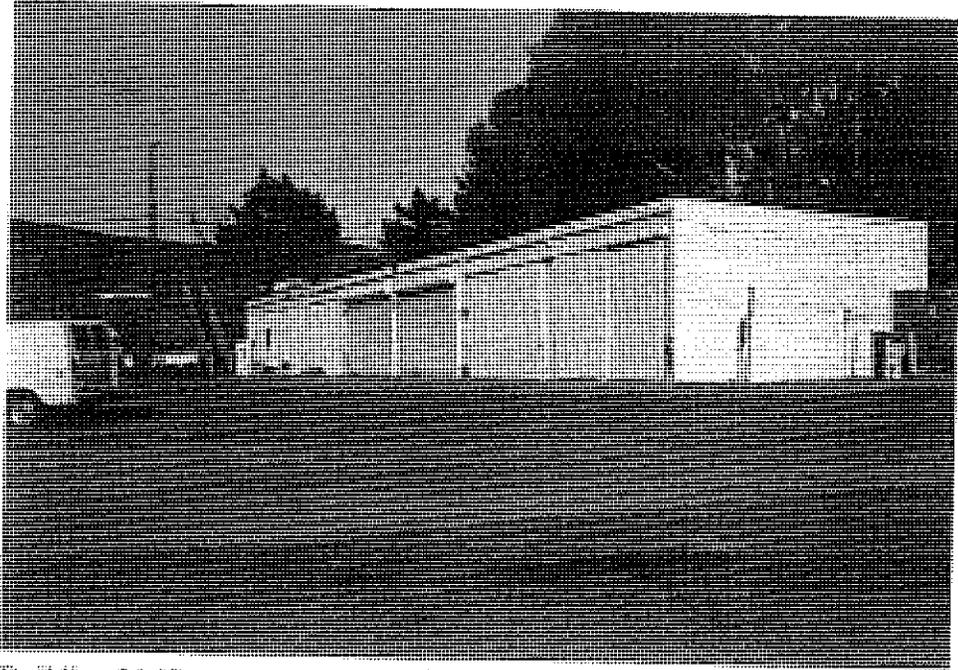
*Resource Name or # (Assigned by recorder)

Public Works

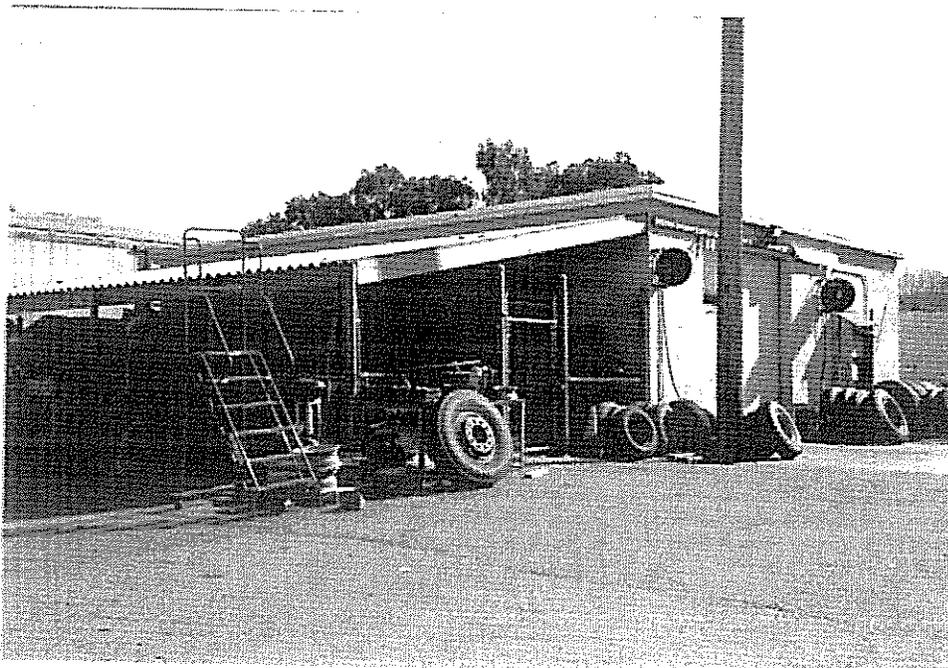
*Date May 1998

Continuation

Update



Building IA49



Building IA51

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CONTINUATION SHEET

Primary #

HRI #

Trinomial

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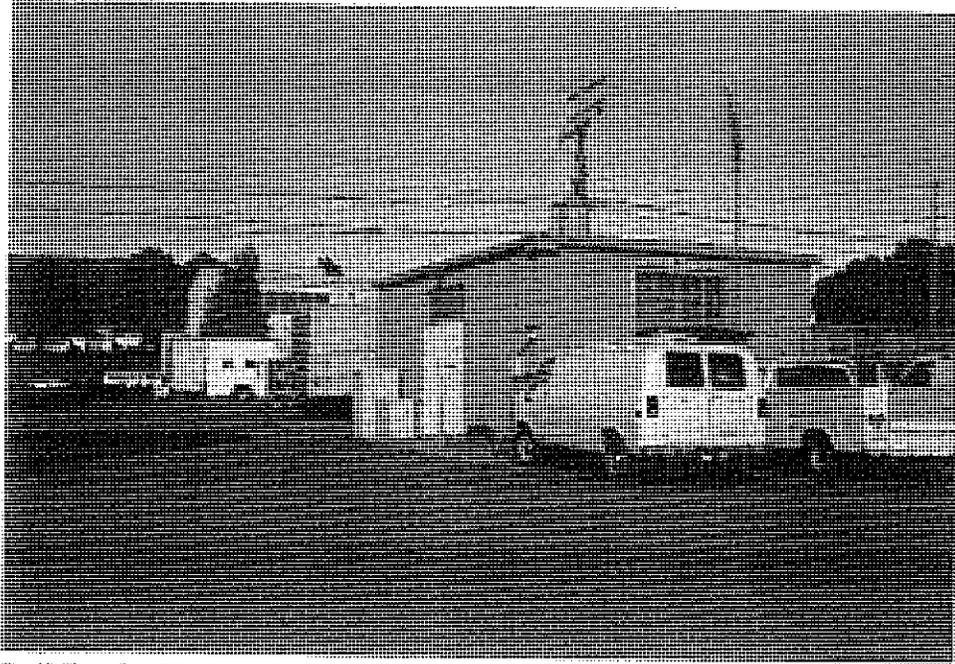
*Resource Name or # (Assigned by recorder) Public Works

*Recorded by Meta Bunse

*Date May 1998

Continuation

Update



Building IA52

Primary #

HRI #

Trinomial

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*Resource Name or # (Assigned by recorder)

Public Works

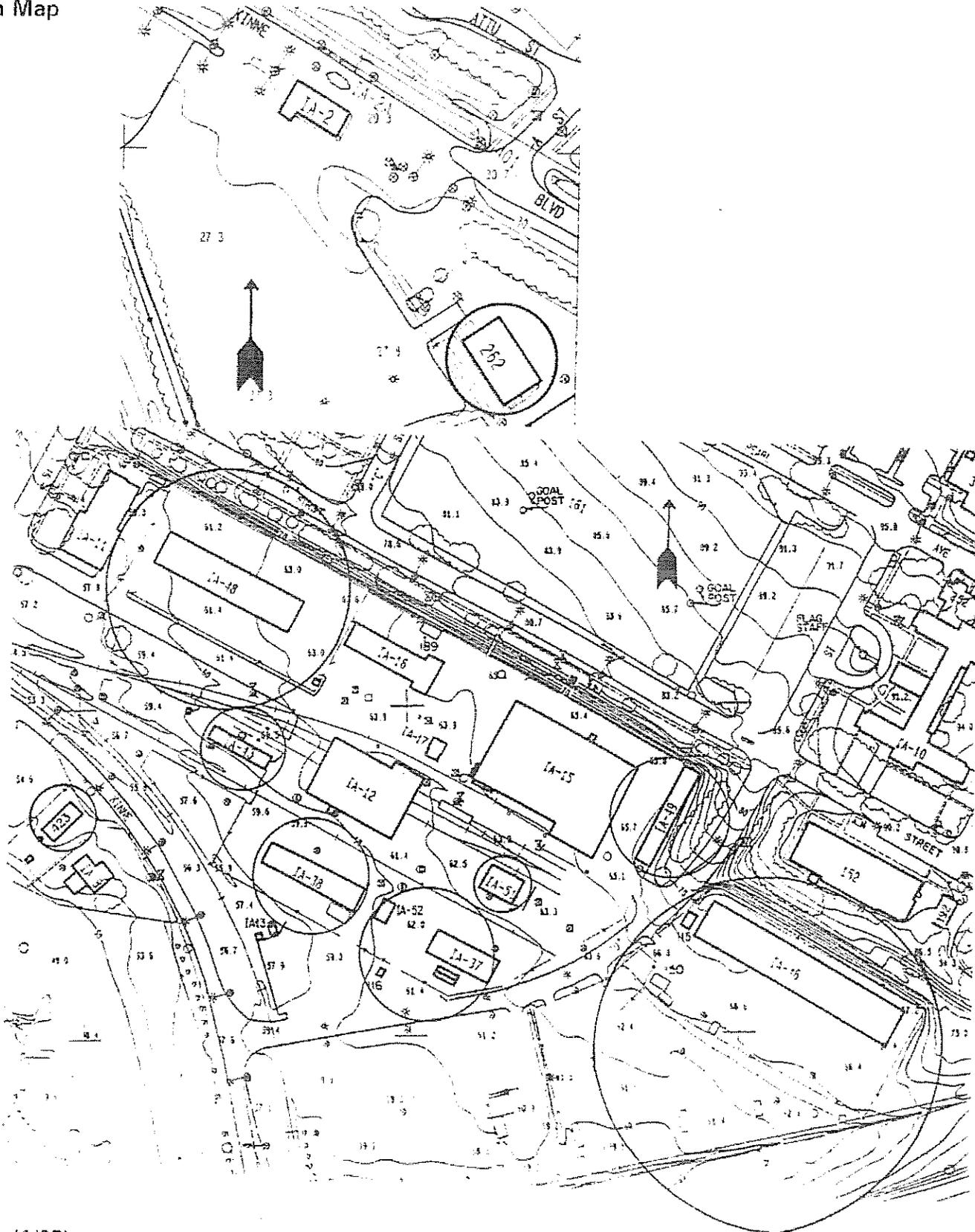
*Recorded by Meta Bunse

*Date May 1998

Continuation

Update

Sketch Map



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*Resource Name or # Security and Safety Building 99
Continuation Update

P1. Other Identifier: Building 99 Access Control for B-210

***P2d. UTM:** Zone: 10; 05 85 423 mE/ 42 12 235 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged. In the years since the 1998 recordation the integrity of Building 99 appears largely unchanged. There is extensive rust apparent on the overhangs, door, and window ledges.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



Photograph 1: Building 99, camera facing northwest, June 2012.



Photograph 2: Building 99, camera facing east, June 2012.

Photographs:



Photograph 3: Building 99, camera facing south, June 2012.



Photograph 4: Building 99, camera facing northeast, June 2012.

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UPDATE SHEET

Primary #
HRI #
Trinomial
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*Resource Name or # Security and Safety Building A-32
Continuation Update

P1. Other Identifier: Building A-32 Administrative/Security (Former)

*P2d. **UTM:** Zone: 10; 05 85 743 mE/ 42 11 649 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged. Lack of use has resulted in general neglect to the building.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building A-32, camera facing southwest, June 2012.



Photograph 2: Building A-32, camera facing east, June 2012.

Photographs:



Photograph 3: Building A-32, interior, June 2012.



Photograph 4: Building A-32, camera facing south, June 2012.

Photographs:



Photograph 3: Building A-32, camera facing northwest, June 2012.

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UPDATE SHEET**

Primary #
HRI #
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*Resource Name or # Security and Safety Building IA-2
Continuation Update

P1. Other Identifier: Building IA-2 Pass and ID Office

*P2d. **UTM:** Zone: 10; 05 85 489 mE/ 42 08 480 mN (WGS 84)

*P2 e. **Other Locational Data:** USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears mostly unchanged. Around Building IA-2 barriers and other security features have been added since this office is directly adjacent to the access gate.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: August 2012

Photographs:



Photograph 1: Building IA-2, camera facing north, June 2012.



Photograph 2: Building IA-2, camera facing northeast, June 2012.

Photographs:



Photograph 3: Building IA-2, camera facing east, June 2012.



Photograph 4: Building IA-2, camera facing north, June 2012.

Photographs:



Photograph 5: Building IA-2, camera facing northwest, June 2012.



Photograph 6: Building IA-2, camera facing southwest, June 2012.

P1. Other Identifier: Buildings 114, 416, 275

*P2 e. Other Locational Data:

USGS 7.5' Quads: *Clayton, Honker Bay, Vine Hill, and Walnut Creek*

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Polly S. Allen, JRP Historical Consulting, LLC, 1490 Drew Avenue, Suite 110, Davis, CA 95618

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Update Report: Historic Building Inventory and Evaluation Concord Naval Weapons Station, Contra Costa County, California," December 2008.

*B10. **Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California (CNWS) would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of the Base Realignment and Closure (BRAC) process and transfer of the Inland Area of CNWS to the City of Concord.

Although the property was not yet 50 years of age at the time of initial evaluation, it was fully evaluated under the standard criteria of the NRHP and was found ineligible for listing in the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. Subsequent research in the years since the last report has not demonstrated that the property has a direct association with significant events contributing to broad patterns in American history (Criterion A), or a direct association with significant persons in American history (Criterion B). Further, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 form for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP. This update evaluation also evaluated the property in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and concluded that it is not a historical resource for the purposes of CEQA.

Historic Context

See attached 1998 DPR 523 form; historic context unchanged.

Evaluation

See attached 1998 DPR 523 form; evaluation unchanged.

*B14. **Evaluator:** Polly S. Allen

*Date of Evaluation: August 2008

Photographs:



Photograph 1: Buildings 114 and 416, camera facing south, August 13, 2008



Photograph 2: Building 275, camera facing west, August 13, 2008

State of California -- The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1

*Resource Name or #: (Assigned by recorder) Security and Safety Buildings

P1. Other Identifier: Buildings 99, 114, 251, 273, 275, 400, 416, A32, IA2, IA33

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
 and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e, below Date _____ T ____; R ____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone ____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

The ten buildings inventoried on this form serve various security and safety functions throughout the Inland and Tidal areas and were built between 1946 and 1980. Most of the buildings are either guardhouses, sentry shelters or guard towers (99, 251, 273, 275, 400, A32, IA2, and IA33). The remaining two (114 and 416) are outbuildings located near the station fire house (Building IA7). (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other

P5b. Description of Photo: (View, date, accession #) February 1998

Building 99 shown here

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both

See Description

*P7. Owner and Address:

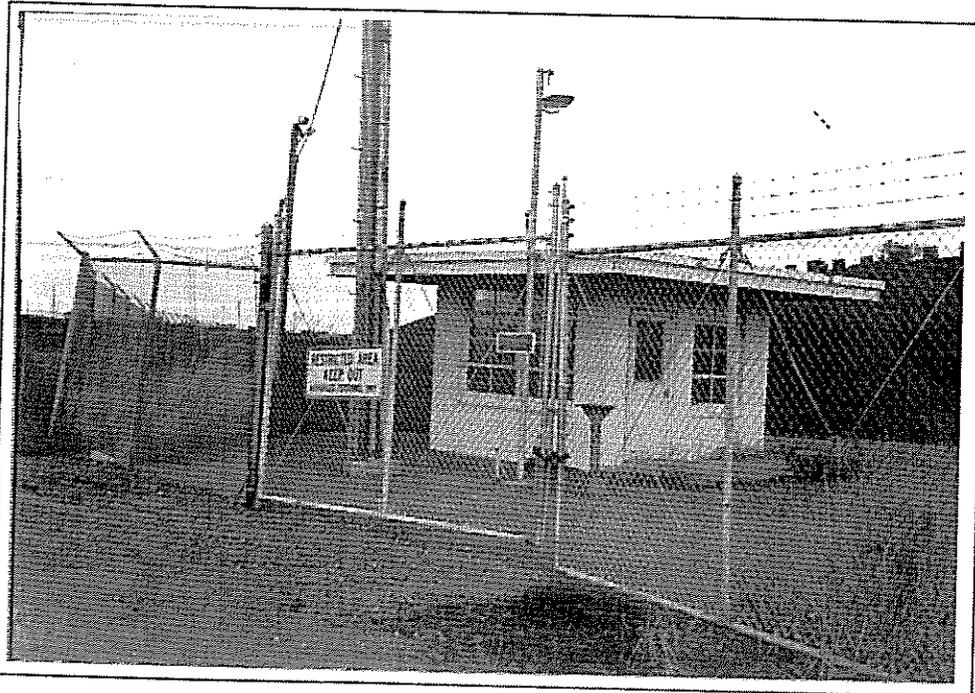
U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive



*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

*Resource Name or # (Assigned by recorder) Security and Safety Buildings

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: _____

B4. Present Use: Security/Safety

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a. "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have generally served security and safety functions within WPNSTASB DET Concord's logistical support operation, these buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, seven of the buildings (99, 251, 273, 275, 400, A32, and IA2) are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

Description (Continued)

Building 99 is a guardhouse located in the Tidal Area, near Railroad Barricaded Siding B210. Unlike the other sidings in the area, this siding has a perimeter fence and Building 99 is located just inside at the west end. Kaiser Engineers designed the structure as part of their contract for the Building 97 Complex in 1960. Building 99 is a small concrete block building with a flat roof that extends beyond all four walls to create a deep overhang. Industrial metal sash with awning type opening sections punctuate each of the elevations. The building has a concrete foundation and a concrete pad leads to the only personnel entry, a glazed (single pane) metal door set asymmetrically in the south elevation.

Buildings 114 and 416 are two small wood frame buildings with horizontal wood siding located just south of IA7 and Kinne Boulevard. Building 114 is a side-gabled structure with a pair of 1/1 double-hung wood sash and a small lean to addition on the southeast gable end. Two doors, one a plain flush door and the other a three-panel glazed door, are set in the north elevation under a shed roof that is an extension of the main roof. Both of these roofs are covered with rolled composition sheeting. Building 416 has fixed pane wood sash and two glazed one panel doors. This simple rectangular building is topped by a shed roof that overhangs on all sides to form unboxed caves. The timber foundations of both structures suggest that they were moved to this site sometime after their 1946 construction date.

Building 251 is a steel frame guard tower situated just east of the Tug Basin in the Tidal Area. It is approximately 3 stories tall and accessed by metal stairs leading up through the tower framework. The only enclosed space is the sentry room on the timber deck at the top of the tower. The sentry room itself has fixed pane wood sash and a flat corrugated metal roof that creates a deep overhang on all four sides. A metal railing encircles the edge of the platform.

Buildings 273, 275, and 400 are examples of a small (28 square feet) temporary sentry post that appears in both the Inland and Tidal areas. The small flat-roofed buildings have a sliding door and sliding aluminum sash are either set on a concrete pad, or on existing hard surfaces. These structures were designed to be portable and were installed in various locations in the 1970s and 1980s. Because some of the buildings replaced more permanent structures that had building numbers, some of these sentry posts appear to have inherited those numbers.

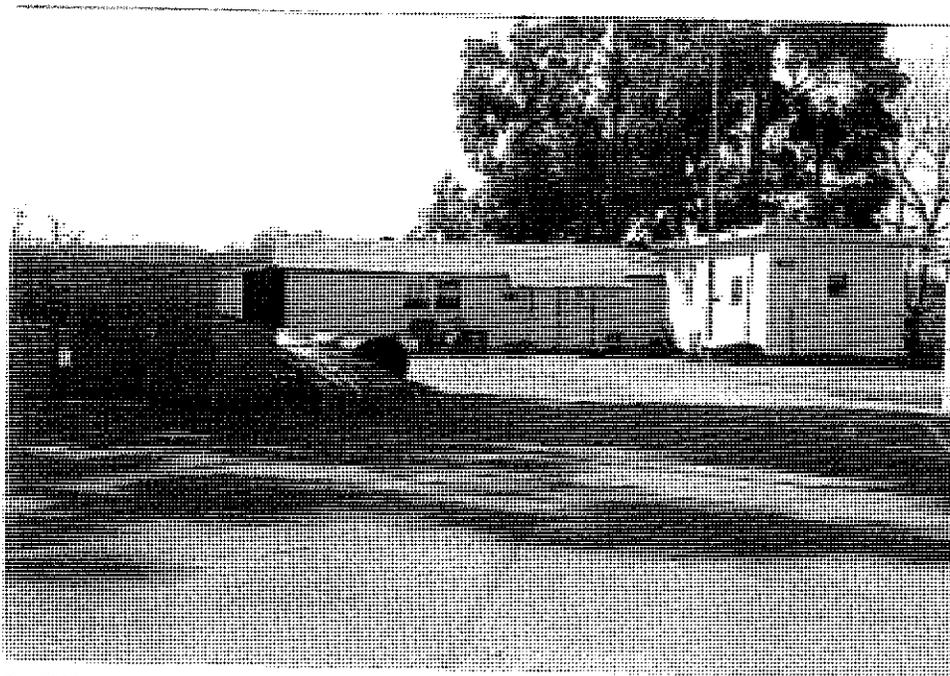
Building A32 is the former Gate House for the old main entrance to the Tidal Area. This 24-foot square concrete block building is located near the junction of Shaner and Born Roads. The building sits on a concrete slab foundation and is topped by a shallow sloped shed roof. Metal frame industrial sash appear in all four elevations, small double-hung 1/1 on the north side at the restrooms and multi-paned sash of various sizes with pivot openings on the other sides. The entrance, and only door, is a hollow core flush wood door with a transom set in the center of the west elevation. A metal flue, for the original oil-fired heater, rises from the center of the roof.

Building IA2, the Police Station at the main gate, is a composite structure that encompasses several additions. The original entrance gate house, designed by W.D. Peugh and Associates (San Francisco) was a roughly 19-foot square structure that is now hidden by subsequent additions. In 1951 Concord Public Works added an "L"

shaped space that wrapped around the southeast and southwest sides. Public Works added a new entrance area to the southwest side of that structure in 1979. The current concrete block building is about 1,900 square feet in size and is topped by a concrete slab shed roof. The windows are either industrial metal sash with horizontal pivot openings or aluminum sliding windows. A concrete ramp with metal railings leads from the parking area to the steps at the main entrance on the west corner of the building. Fixed pane plate glass windows and a metal frame glass door form the public entryway at the top of these steps.

Building IA33 is a guard tower located near the southern end of the Inland Area. The tower sits at the top of a hill northeast of the magazine number HE-57 (or 5AT57). Public Works records for Building IA33 indicate that the Navy erected it in 1945 when it opened the Inland Area. The timber frame (8" x 8" and 2" x 6" beams) tower is about 17 feet square at the base and rises 20 feet to support wood frame decking and a small guard shelter that is about 8 feet tall. A wood stair case, with a separate superstructure and metal pipe railing, begins on the northeast side and then turns toward the tower, rising up to reach the southeast side of the platform. The guard shelter is wood frame (approximately 10' x 10'), has a flat roof and wood sash at all four elevations. The tower is no longer used and is seriously deteriorated; planks in the decking and stairs are missing, there is no glazing in the window frames and no door in the guard shelter.

Photographs (Continued)



Buildings 114 and 416

*Recorded by Meta Bunse

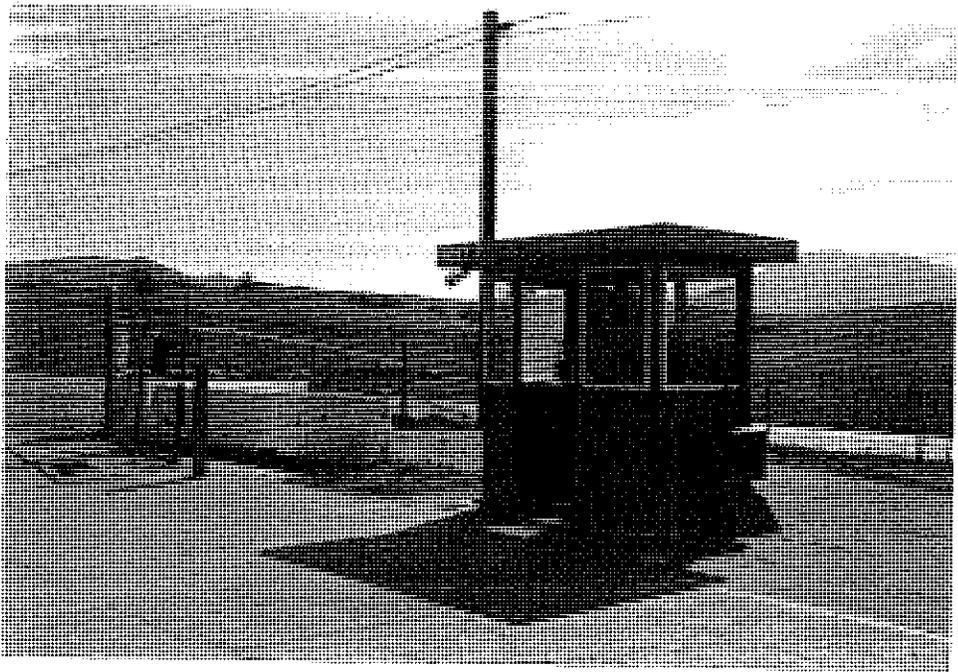
*Resource Name or # (Assigned by recorder) Security and Safety Buildings

*Date May 1998

Continuation Update



Building 251



Building 275

Primary #

HRI #

Trinomial

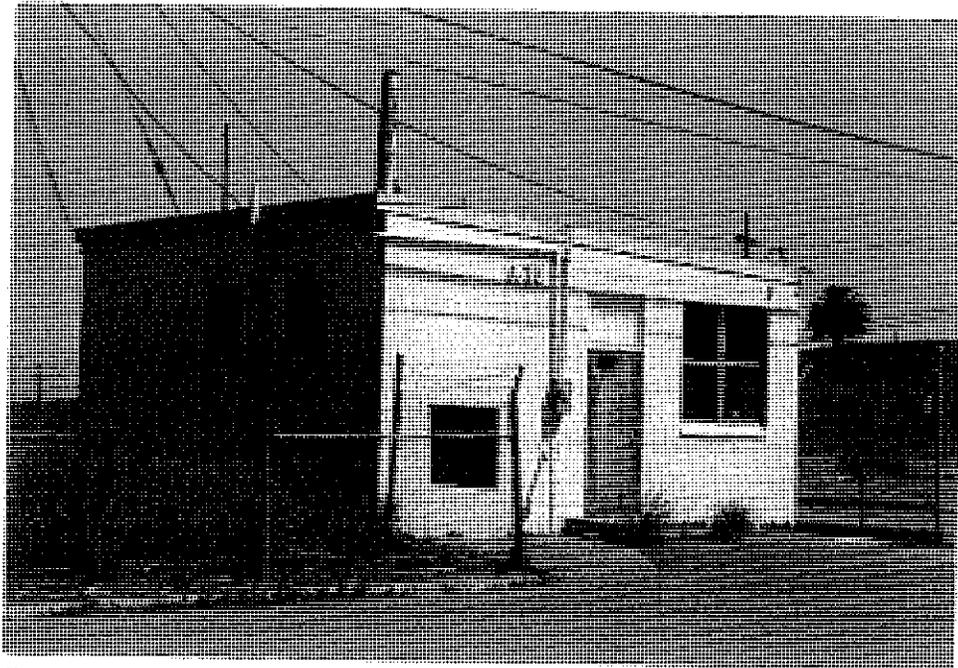
Page 6

*Resource Name or # (Assigned by recorder) Security and Safety Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update



Building A32



Building IA2

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI #

Trinomial

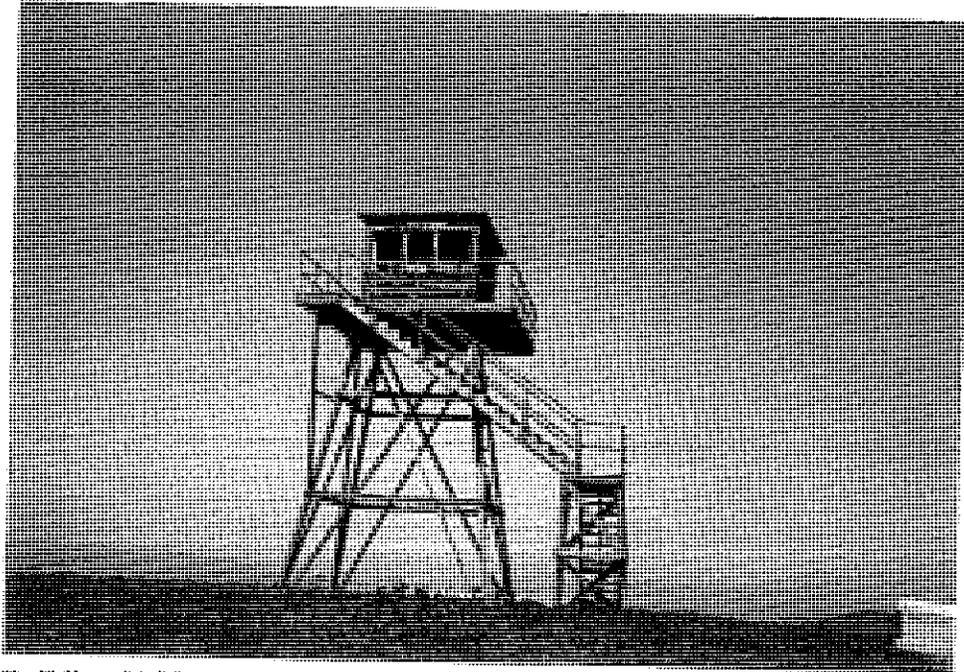
Page 7

*Resource Name or # (Assigned by recorder) Security and Safety Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update



Building IA33

Page 9

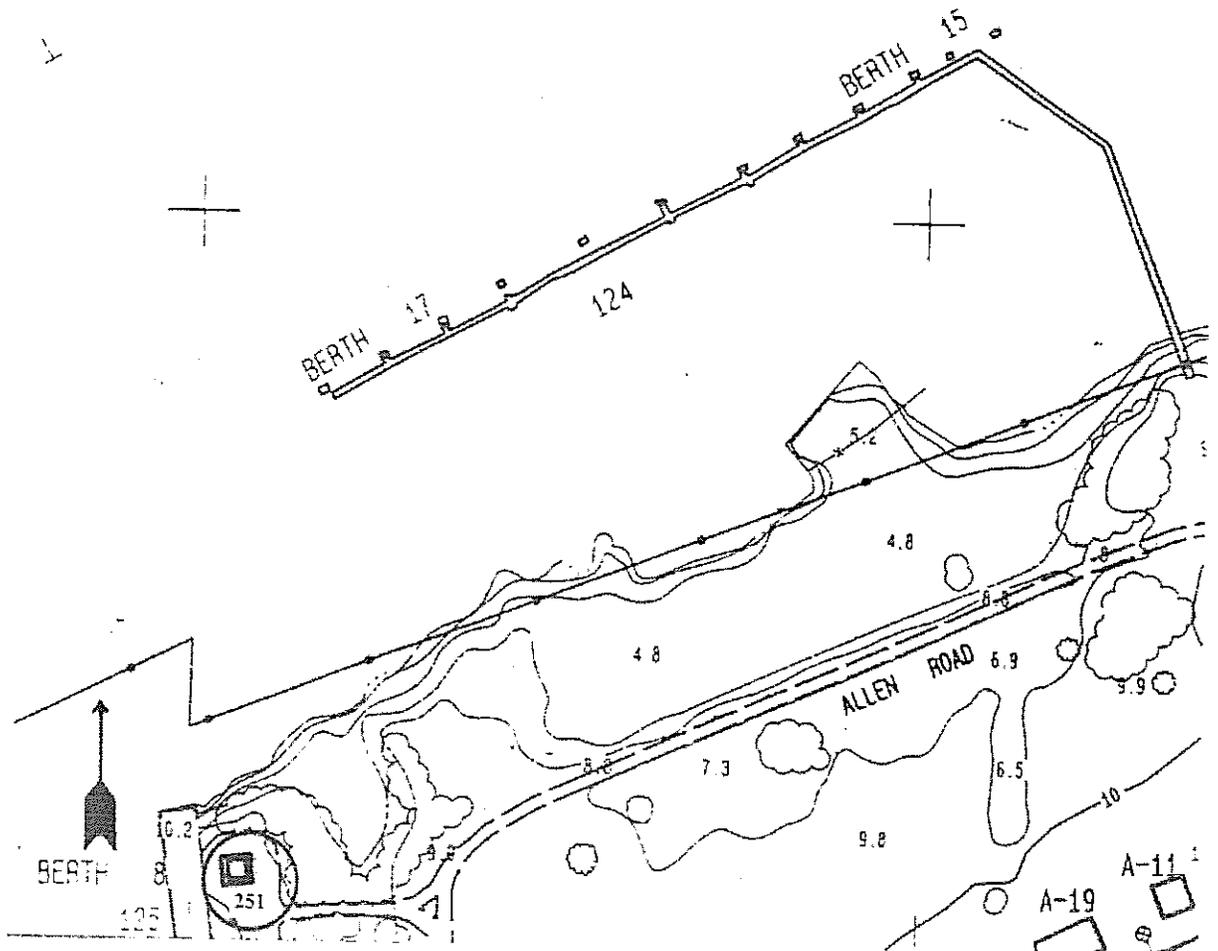
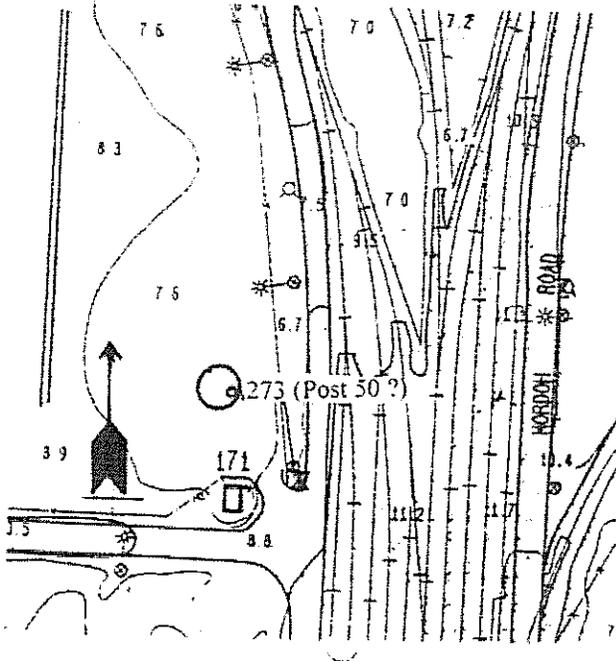
*Resource Name or # (Assigned by recorder)

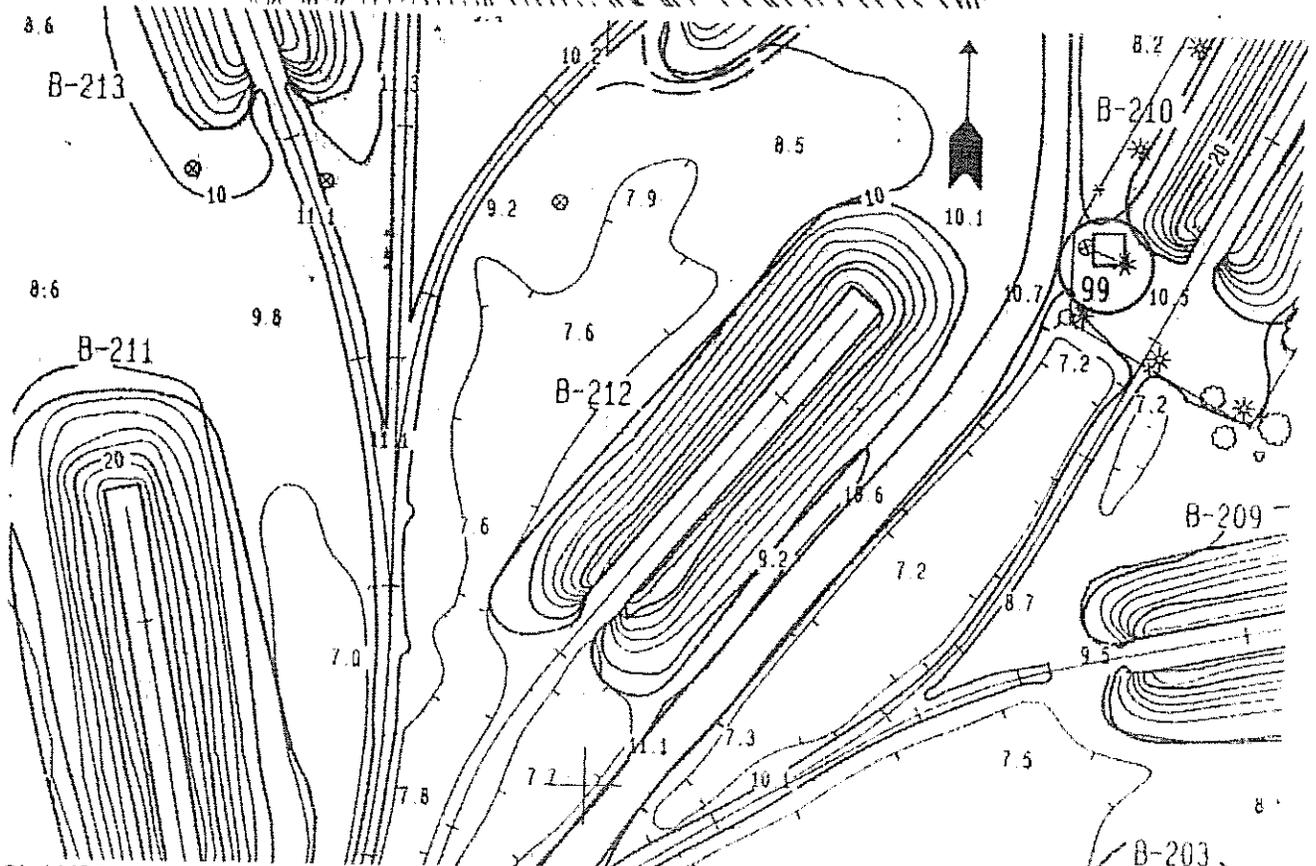
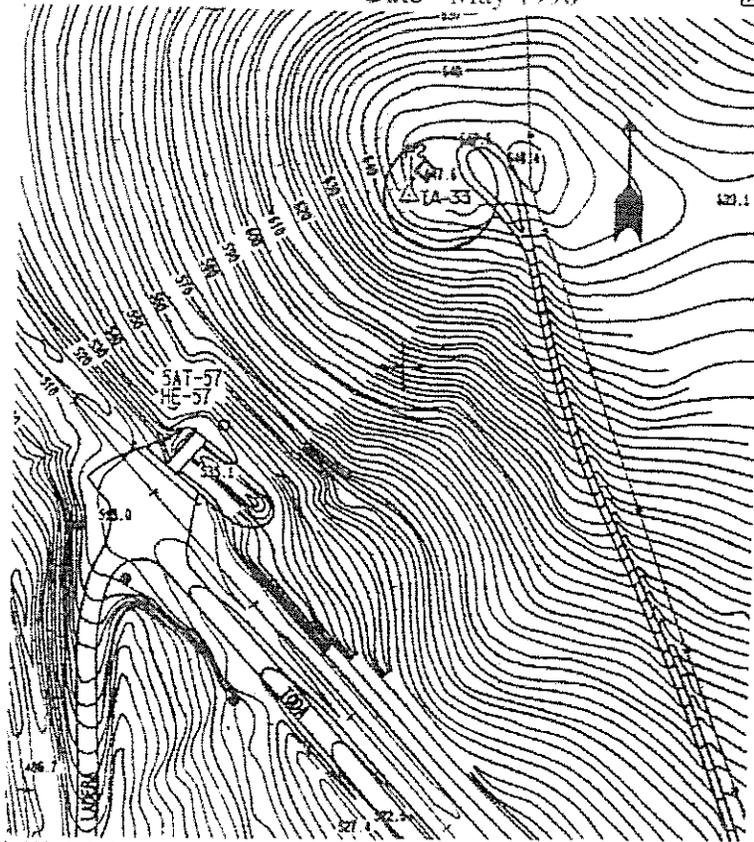
Security and Safety Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update





State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 3

*Resource Name or # Utilities and Services Building E-112
Continuation Update

P1. Other Identifier: Building E-112 Winch Trainer Electrical Building

***P2d. UTM:** Zone: 10; 05 85 354 mE/ 42 11 627 mN (WGS 84)

***P2 e. Other Locational Data:** USGS 7.5' Quad: Vine Hill

***P3a. Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged.

***P3b. Resource Attributes:** (HP 34) Military Property

***P8. Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of Section 110 of the NHPA that requires federal agencies to conduct an inventory and evaluation of historic properties under their management as they become of historic age (50 years since construction).

Although the property was not yet 50 years of age at the time of initial evaluation in 1998, it was fully evaluated under the standard criteria of the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. In the years since JRP's evaluation in 1998 and subsequent update to other potential historic resources at MOTCO in 2008, the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 forms for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1998 DPR form; historic context unchanged.

Evaluation

See attached 1998 DPR form; evaluation unchanged.

***B14. Evaluator:** Melissa Montag

***Date of Evaluation:** August 2012

Photographs:



Photograph 1: Building E-112, camera facing south, June 2012.



Photograph 2: Building E-112, camera facing east, June 2012.

Photographs:



Photograph 3: Building E-112, camera facing north, June 2012.



Photograph 4: Building E-112, camera facing west, June 2012.

P1. Other Identifier: Buildings 131, 132, IT1, IT2, IT4, 178, IA4, IA53, IA54

*P2 e. Other Locational Data:

USGS 7.5' Quads: *Clayton, Honker Bay, Vine Hill, and Walnut Creek*

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. This property has been field checked and appears unchanged.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Polly S. Allen, JRP Historical Consulting, LLC, 1490 Drew Avenue, Suite 110, Davis, CA 95618

*P11. **Report Citation:** JRP Historical Consulting, LLC, "Update Report: Historic Building Inventory and Evaluation Concord Naval Weapons Station, Contra Costa County, California," December 2008.

*B10. **Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California (CNWS) would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was undertaken as part of the Base Realignment and Closure (BRAC) process and transfer of the Inland Area of CNWS to the City of Concord.

Although the property was not yet 50 years of age at the time of initial evaluation, it was fully evaluated under the standard criteria of the NRHP and was found ineligible for listing in the NRHP. The passage of time since the last evaluation has not altered the significance of the property or the conclusions of the last report. Subsequent research in the years since the last report has not demonstrated that the property has a direct association with significant events contributing to broad patterns in American history (Criterion A), or a direct association with significant persons in American history (Criterion B). Further, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C).

See attached 1998 DPR 523 form for the original statement of significance concluding that the property did not meet the criteria for listing in the NRHP. This update evaluation also evaluated the property in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and concluded that it is not a historical resource for the purposes of CEQA.

Historic Context

See attached 1998 DPR 523 form; historic context unchanged.

Evaluation

See attached 1998 DPR 523 form; evaluation unchanged.

*B14. **Evaluator:** Polly S. Allen

*Date of Evaluation: August 2008

Photographs:



Photograph 1: Water Towers 131 (IT5) and 132 (IT6), camera facing east, August 13, 2008



Photograph 2: Building 178, camera facing northeast, August 13, 2008

Photographs (continued):



Photograph 3: Building IA4, camera facing west, August 13, 2008



Photograph 4: Buildings IA53 and IA54, camera facing southeast, August 13, 2008

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1

*Resource Name or #: (Assigned by recorder) Utilities and Services Buildings

P1. Other Identifier: See Description

*P2. Location: Not for Publication Unrestricted *a. County Contra Costa
and (P2b and P2c or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad See P2e. below Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address WPNSTASB DET Concord City Concord Zip 95420

d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

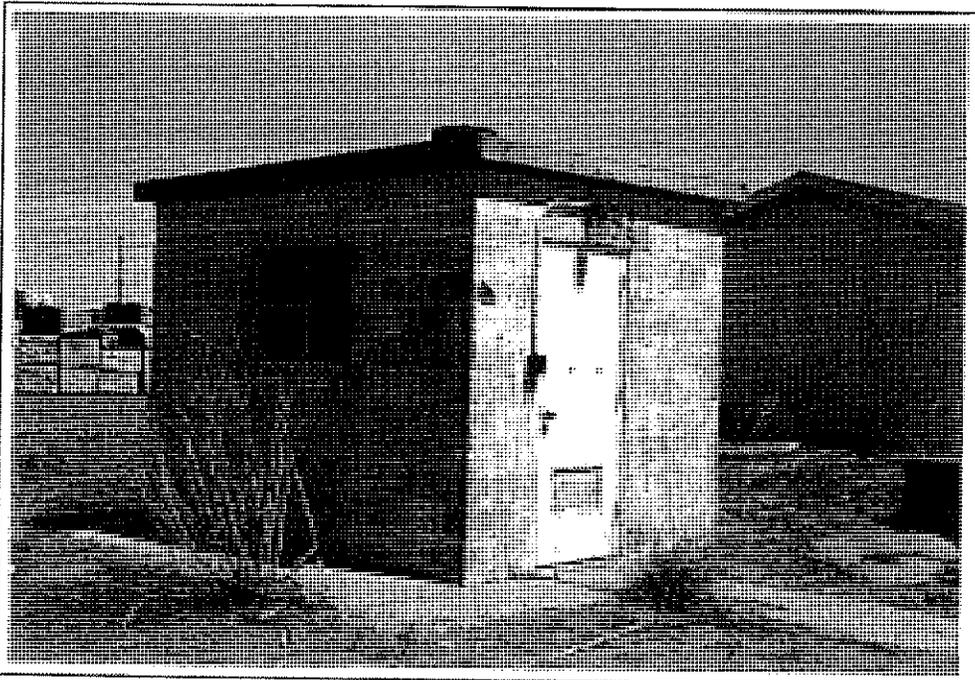
USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)
Buildings 92, 92A, 131, 132, 174, 178, E112, IA4, IA53, IA54, IT1, IT2, IT4

These 13 structures are located throughout the Tidal and Inland areas of WPNSTASB DET Concord. They were built between about 1953 and 1988 and are components of the utilities and services infrastructure of the station. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP34

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) April 1998

Building 92 shown here

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both

See Description

*P7. Owner and Address:

U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address) _____

JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord (June 1998).

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Utilities and Services Buildings

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: _____

B4. Present Use: Utilities/Services

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a. "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9a. Architect: See Description

b. Builder: See Description

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have generally served as infrastructure for WPNSTASB DET Concord's logistical support operation, these utility and service buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. Furthermore, 10 of these buildings (92A, 131, 132, 174, 178, E112, IA4, IA53, IA54 and IT4) appear to be less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

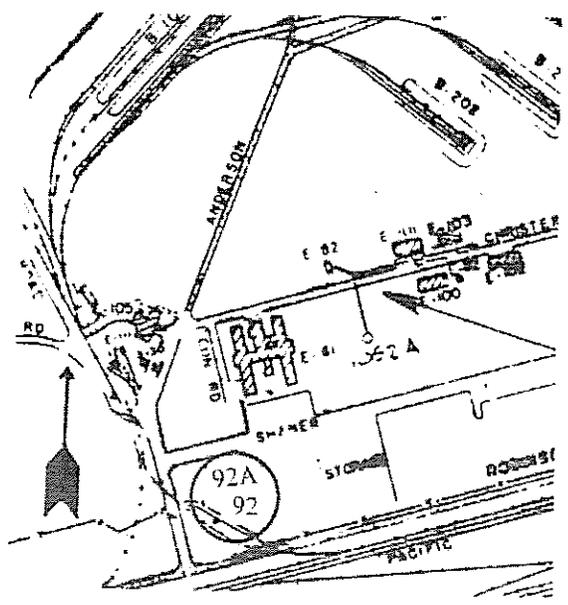
B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California -- The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial

Page 3

*Resource Name or # (Assigned by recorder) Utilities and Services Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update

Description (Continued)

Buildings 92 and 92A are located at the southwest corner of an uncovered storage area south of Shaner Road in the Tidal Area. Building 92 was constructed by station crews in the mid 1960s to house water chlorinator equipment. It is a simple concrete block building with a square plan (roughly 8' x 8') sitting on a concrete slab foundation and topped by a flat roof trimmed with a metal fascia. A four-light fixed metal window and a metal louvered door are the only openings in the building. Building 92A, probably installed in the 1980s, is located a few feet east of Building 92 and houses additional water treatment equipment. This structure is a slightly larger (about 10' x 10') wood frame building with an end-gabled roof covered in composition shingles. The only opening, in the east elevation, is a flush wood door.

Buildings 131, 132, IT1, IT2, and IT4 are all water storage tanks built between the mid 1940s and 1960 to serve various portions of the Inland Area. Kaiser Engineers designed Buildings 131 and 132 (also known as IT5 and IT6), which are two 225,000 gallon tanks installed as part of their plans for the Warhead Assembly, Fuels and Ignited Test Facility (Building 97) in 1960. These metal above-ground tanks are located on the hillside northeast of the Building 97 complex. IT1 was the first large water storage reservoir constructed by the Navy when they established the Inland Area in 1945. This reinforced concrete reservoir has a domed concrete roof as well, and is about 80' in diameter. Located on a hill top east of the Building 87 complex, IT4 (and the similar IT2, 25' in diameter, located east of the WQEC area Building IA21 and IA22), are water tanks installed in the 1940s and 1950s. IT4 is a 200,000 gallon capacity above ground steel reservoir that is about 38' in diameter.

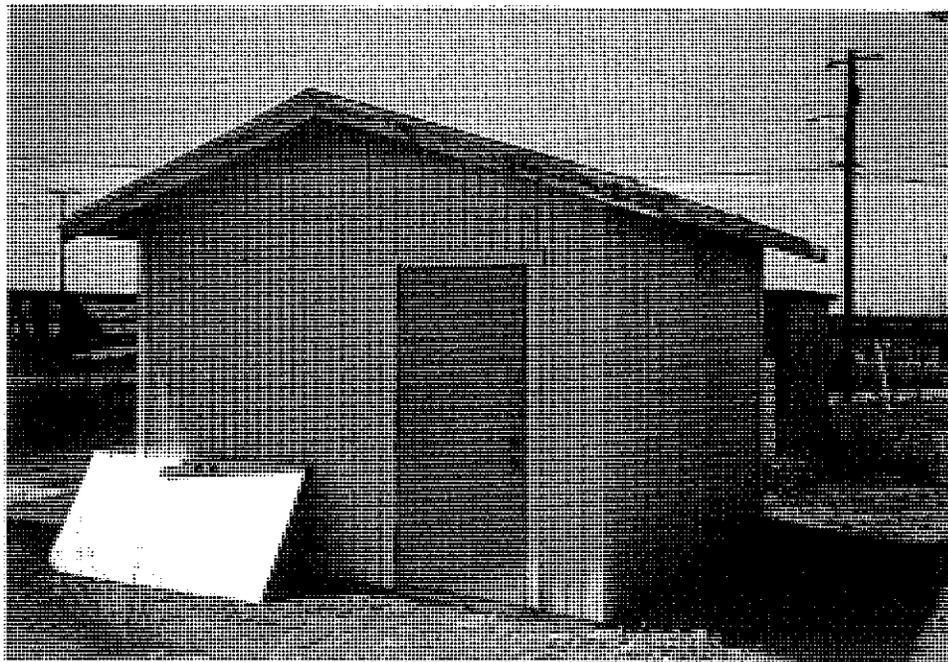
Building 174 is an electrical substation located at the southeast corner of White and Anderson Roads near the shoreline in the Tidal Area. It is a simple pre-engineered metal building set on a concrete pad. The openings consist of sliding aluminum sash in the east elevation, a personnel door in the south elevation and a sliding metal door in the west elevation. Two ventilators straddle the ridge of the side-gable metal covered roof.

Building 178 is a steel frame metal-sided building located just west of the intersection of Pearl and Adak Streets in the Inland Area that formerly served as the station's gasoline service station. The rectangular plan building, built in 1969, has a metal shed roof that overhangs the wall on all four sides. The doors are metal, including the overhead door leading to the repair shop bay, as well as the personnel doors. Pairs of aluminum sliding sash punctuate the north, west and south elevations and a tall metal awning, offset from the northeast corner of the building, covers the former gasoline pump area. The building rests on a concrete foundation. It is currently being used as the station's recycling center.

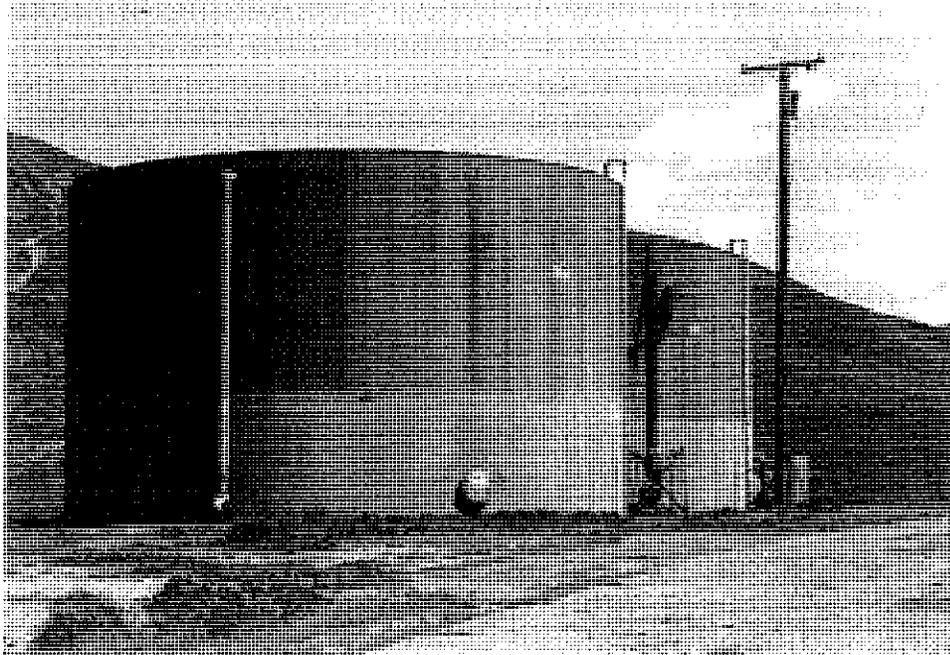
Building E112 is a small electrical distribution building located just east of the Winch Trainer (Building E100) on Christenbury Road in the Tidal Area. The main element of this building (built in 1953) measures about 21' x 19' and consists of reinforced concrete block with a flat built-up concrete roof. The roof is penetrated by a single air exhaust. The entrance is located in the east elevation and consists of a three-panel metal door, with louvered vents. This elevation also contains two industrial metal sash with built-out concrete sills. An electric substation, also built in 1953, sits on a concrete pad just south of the main element and is encircled by cyclone fencing. A metal paneled enclosure with metal louvered vents and a corrugated asbestos cement roof was added later and adjoins the west side of the building.

Buildings IA4, IA53, and IA54 form an electrical substation complex located west of IA7 on Kinne Boulevard in the Inland Area. Building IA4 is sided in corrugated asbestos cement panels, as is the shed style roof. This simple structure is ventilated through metal louvers in the northeast elevation and accessed through a personnel door in the southeast elevation. Buildings IA53 and IA54 are the numbers assigned to the generator units encased in metal and resting on concrete pads just southeast of IA4. The capacity of this complex was increased in 1988 and is scheduled to be enlarged again.

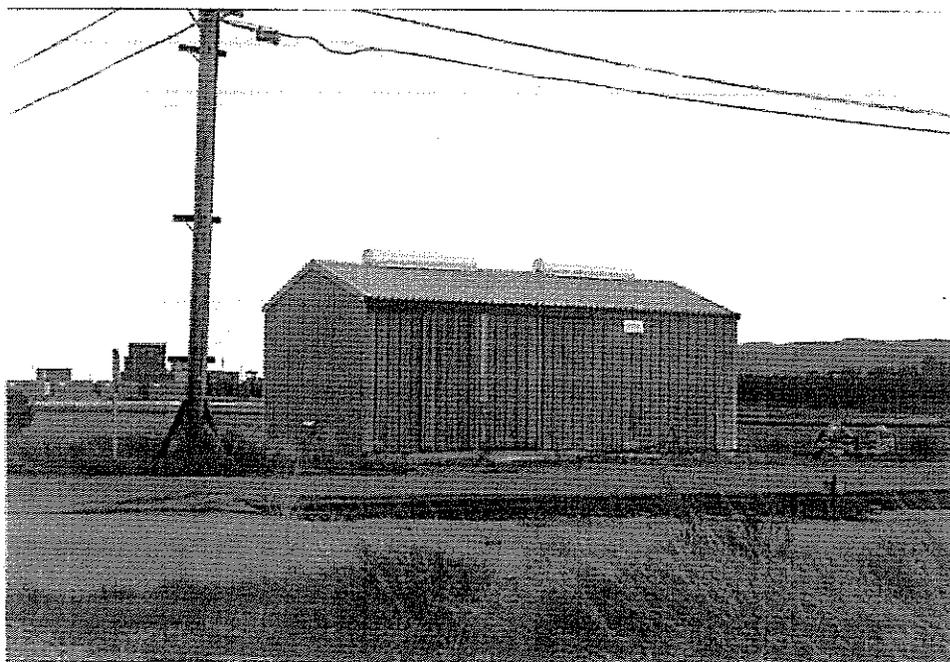
Photographs (Continued)



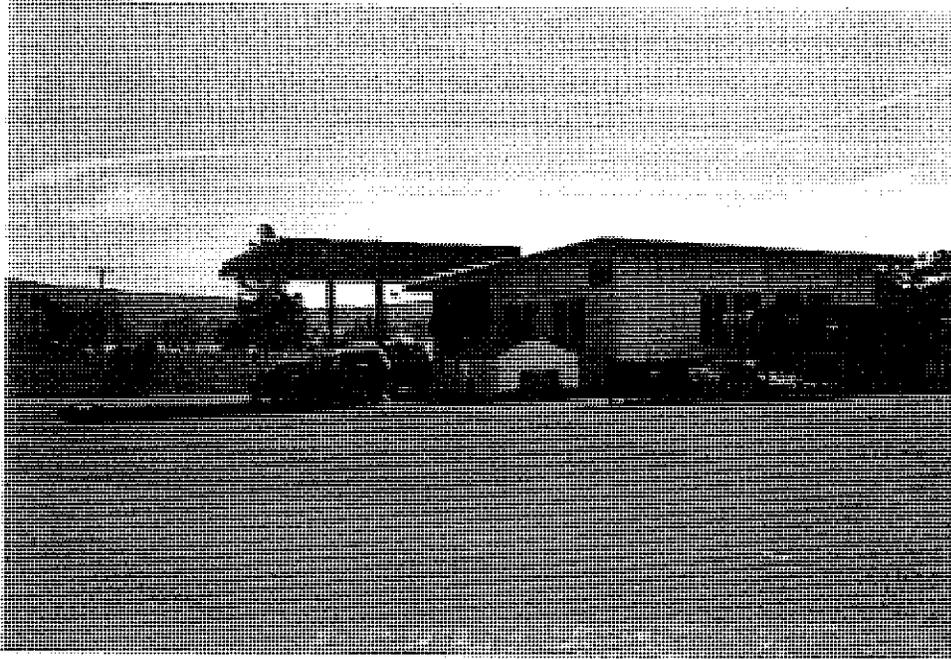
Building 92A



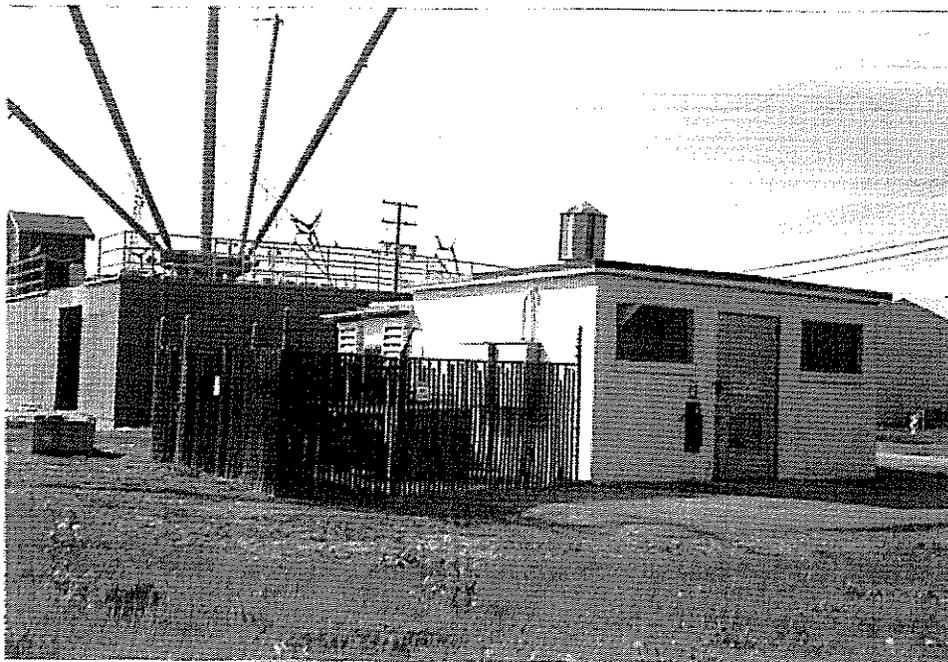
Buildings 131 and 132



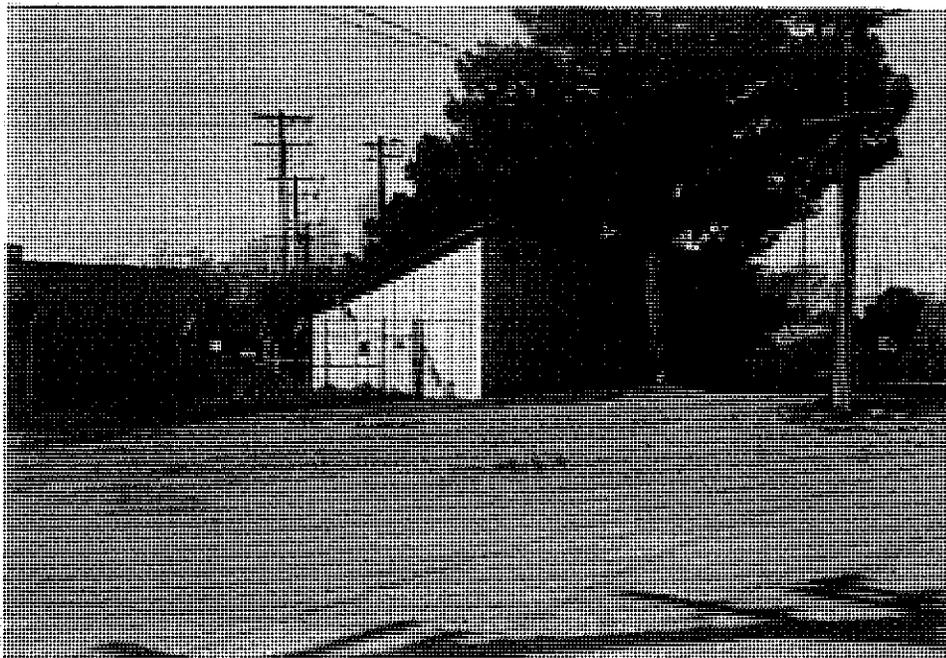
Building 174



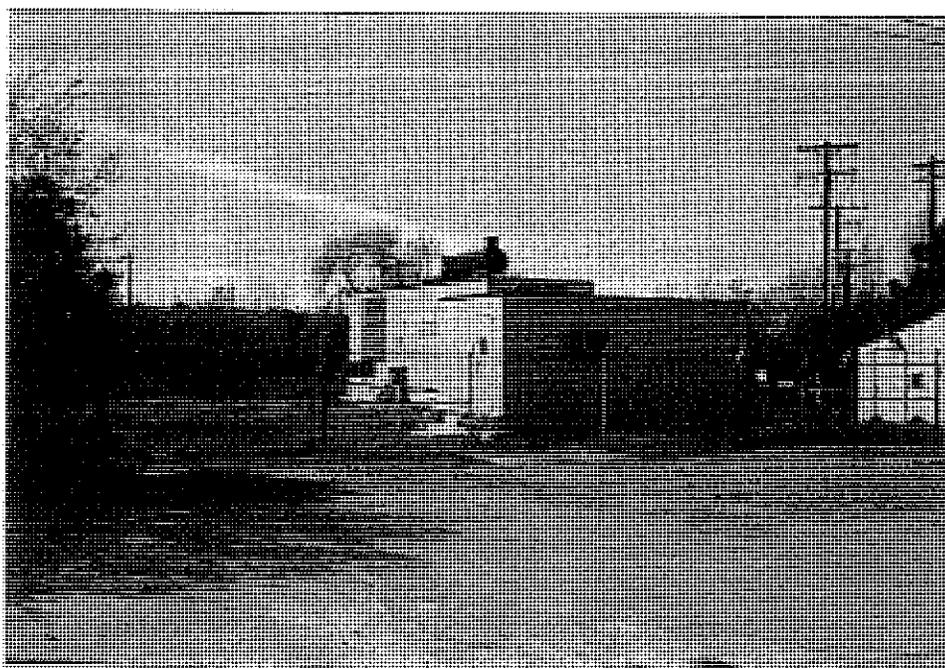
Building 178



Building E112

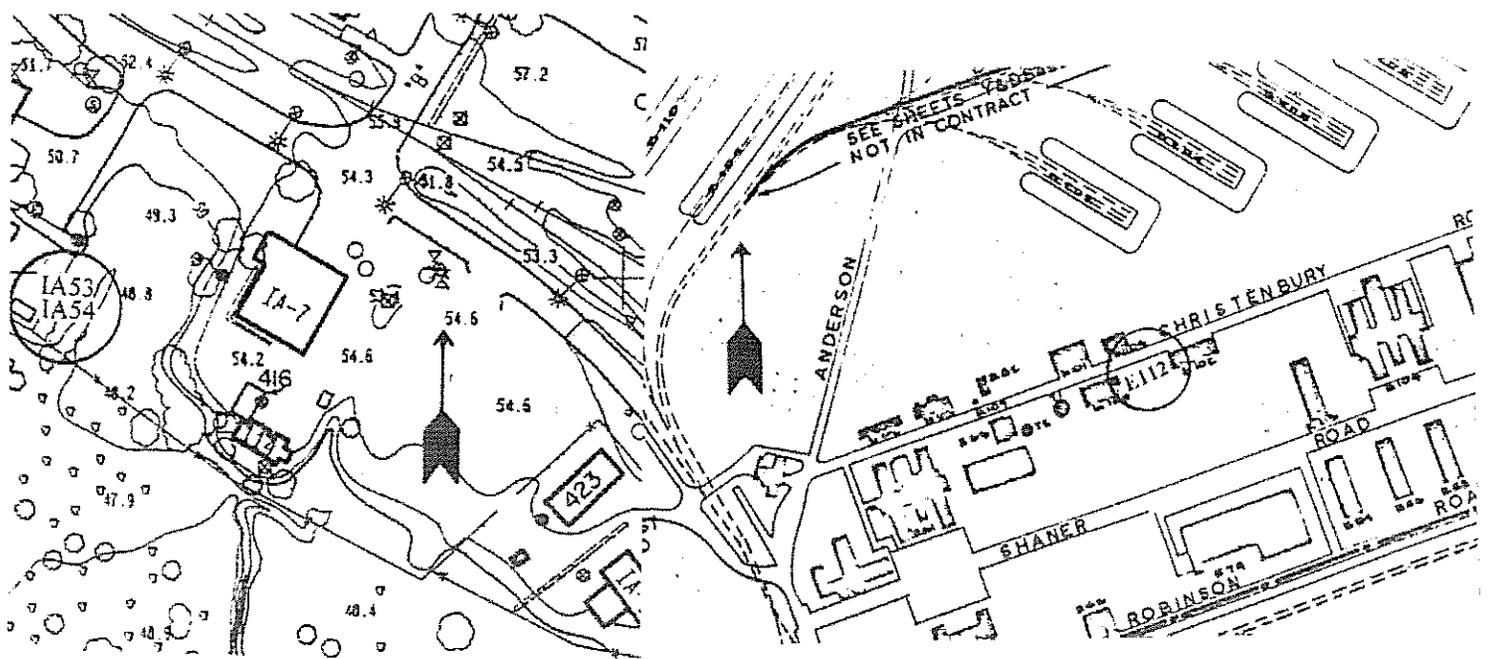
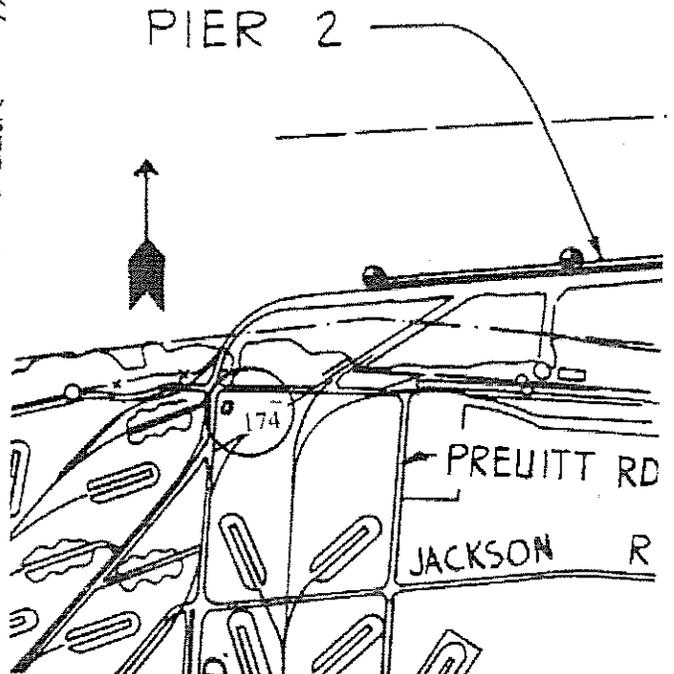
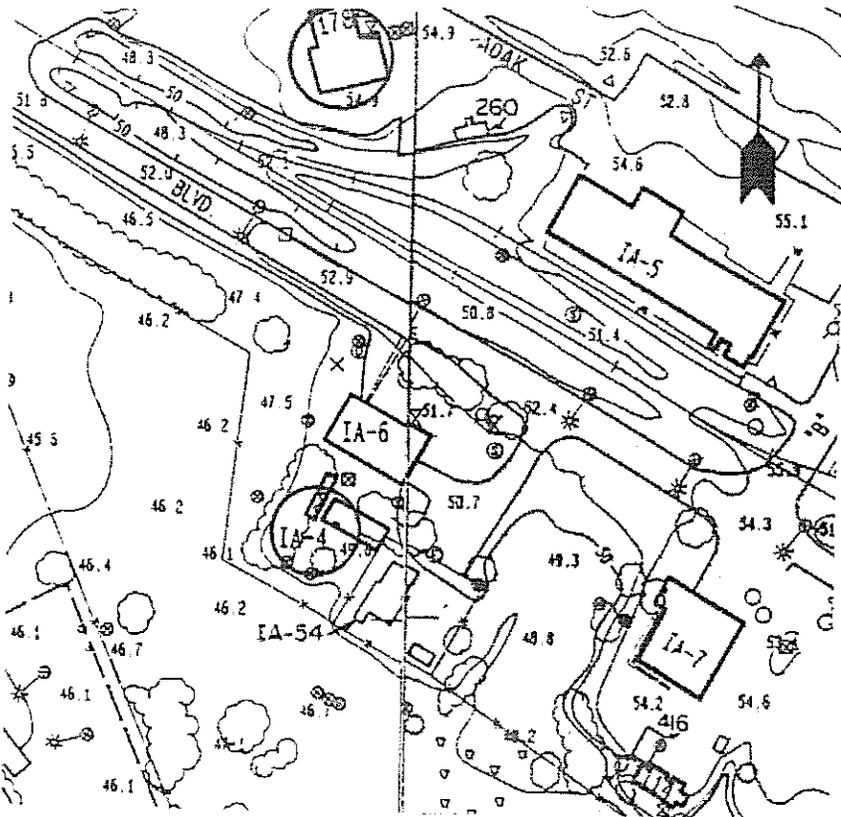


Building IA4



Buildings IA53 and IA54

Sketch Maps



Primary #

HRI #

Trinomial

Page 9

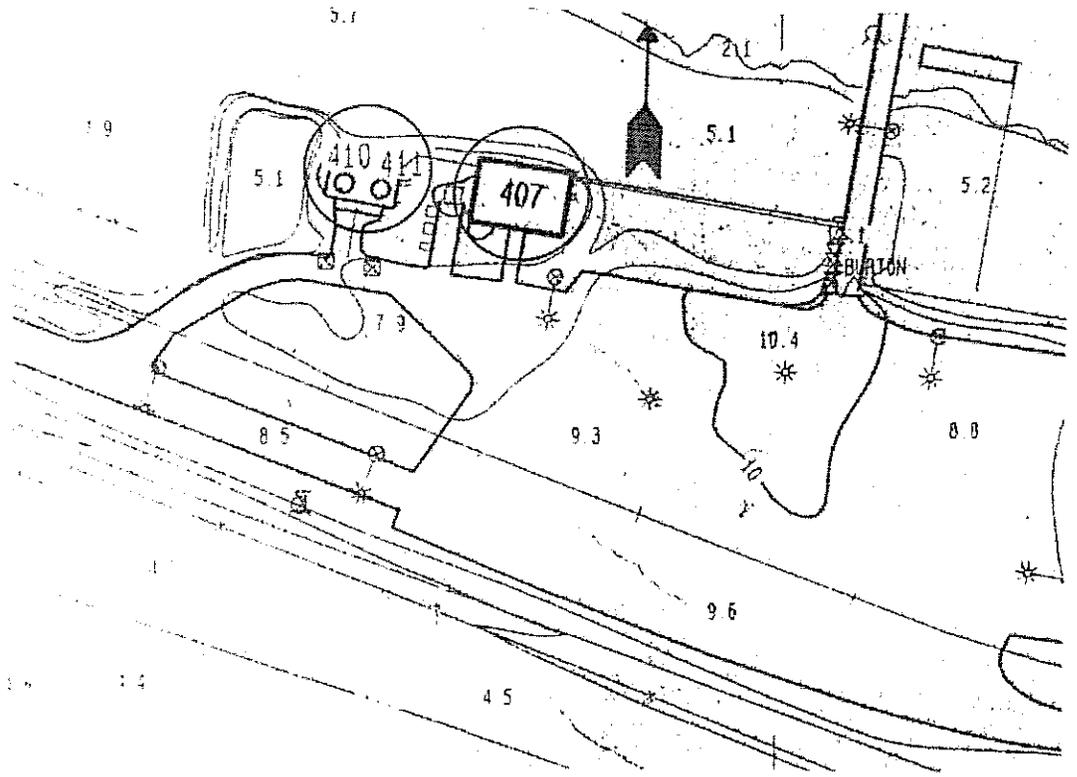
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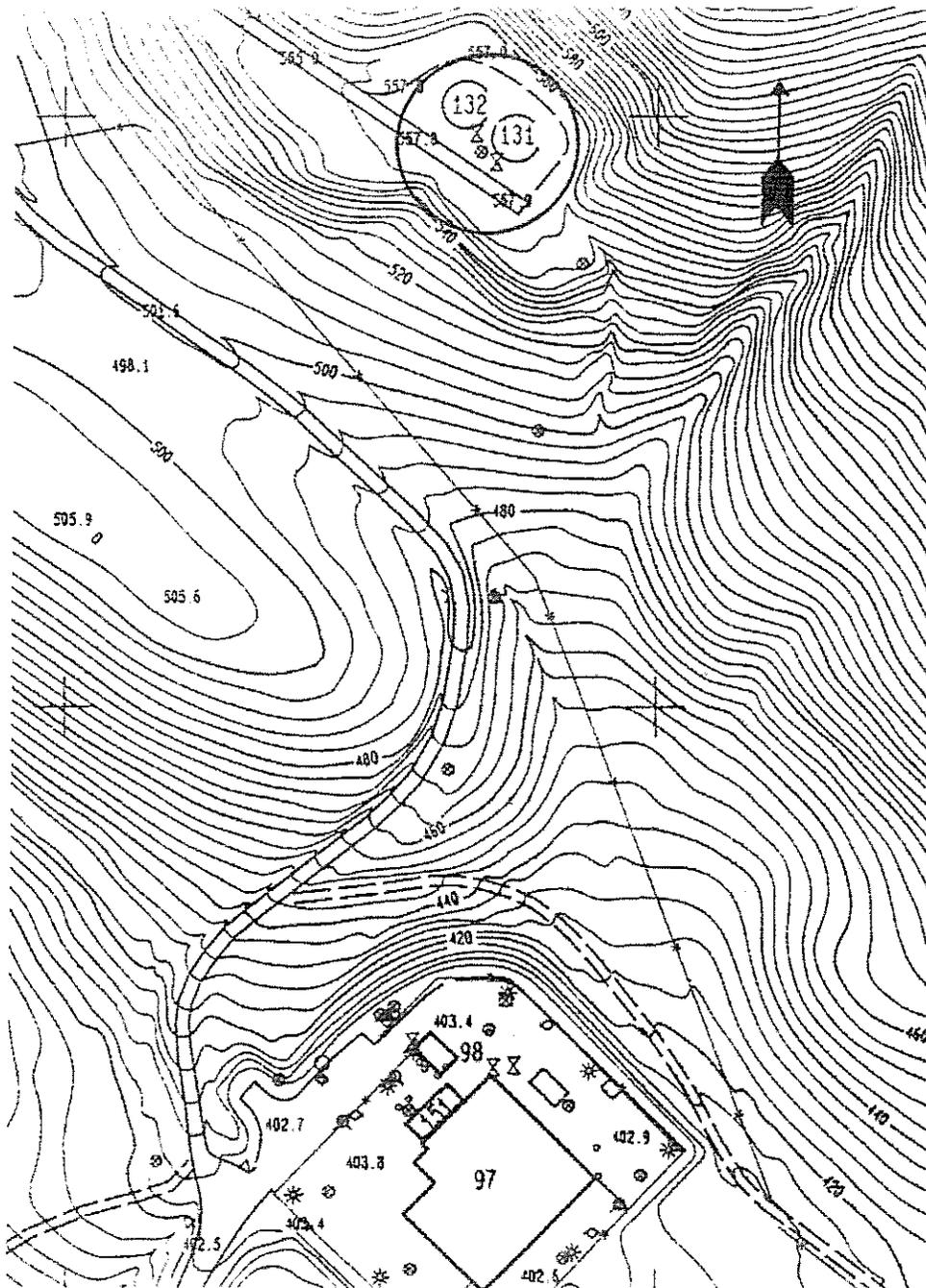
Utilities and Services Buildings

*Recorded by Meta Bunse

*Date May 1998

Continuation Update





Primary #

HRI #

Trinomial

Page 11

*Resource Name or # (Assigned by recorder)

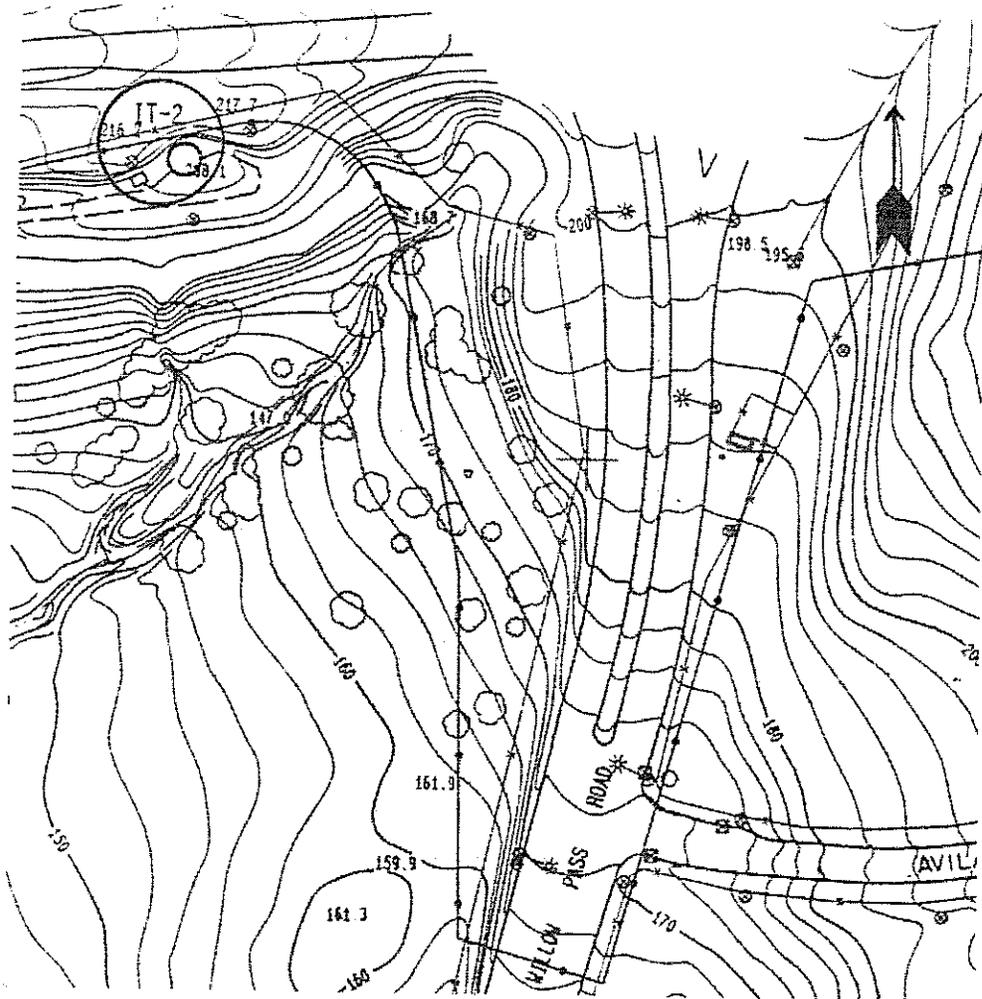
Utilities and Services Buildings

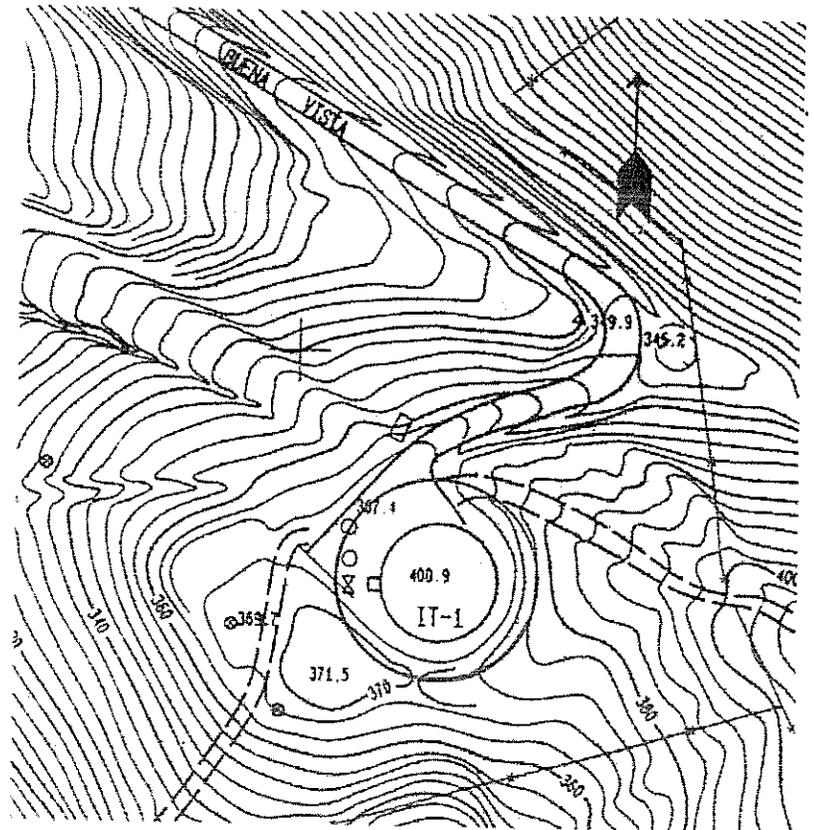
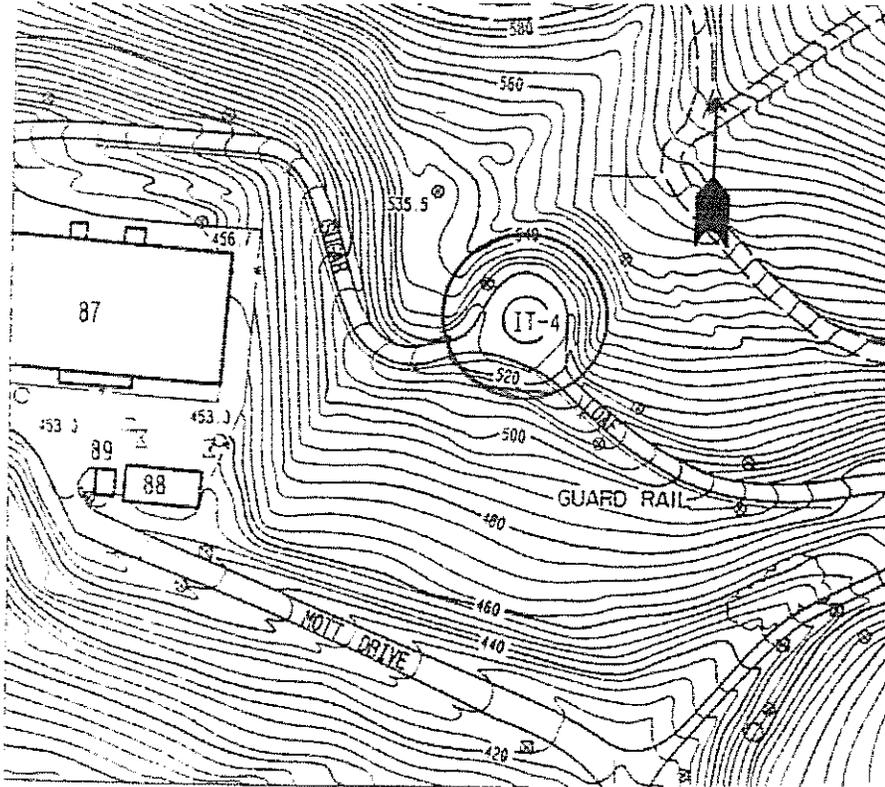
*Recorded by Meta Bunse

*Date May 1998

Continuation

Update





P1. Other Identifier: Jolly Roger Winch Trainer

***P2. Location:** Not for Publication Unrestricted

***a. County:** Contra Costa

***b. USGS 7.5' Quad:** Vine Hill

c. Address: Christenbury Road, Military Ocean Terminal Concord

City: Concord

Zip: 95420

d. UTM: Zone: 10; 05 85 330 mE/ 42 11 619 mN (WGS 84)

***P3a. Description:**

From the description on the 1993 Historic Resources Inventory form: "One story rectangle shaped wood frame enclosed structure on concrete slab with practice ship rigging on roof area. Flat built-up roof with no overhand. Minimal door and no window openings. Walls are painted plywood placed vertically. The modifications to this structure cannot be determined by observation." Since its 1993 recordation, this property has been field checked and the building appears to be in a more degraded state from its 1993 recordation, with debris around the structure and on top of the roof. The building does not appear structurally sound and has been internally modified with shoring for stability.

Building E-100 was built prior to the post-World War II/Cold War build up of munitions shipment and storage facilities at MOTCO (then under the jurisdiction of the Department of the Navy). Barracks for troops used to be around the building, which have since been moved or demolished. The physical area around Building E-100 has been altered greatly since its construction and all through the Cold War while it was being used as a Winch Trainer for military personnel and contractors. In the years since the building was effectively decommissioned as a training facility in 1988, the building has further degraded with debris piled around the surrounding area of the building. During the BRAC in 2008 many of the training materials, such as inert bombs, were removed from MOTCO.

***P3b. Resource Attributes:** (HP 34) Military Property

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
Northwest view of Winch Trainer,
taken June 2012

***P6. Date Constructed/Age and**

Sources: Historic

Prehistoric Both

***P7. Owner and Address:**

U.S. Army, Washington DC.

***P8. Recorded by:** Melissa Montag,
U.S. Army Corps of Engineers,
Sacramento District, 1325 J Street,
Sacramento, CA 95814

***P9. Date Recorded:** August 2012

***P10. Survey Type:** Building
Inventory Update

***P11. Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building E-100 Winch Trainer

B2. Common Name: Jolly Roger Winch Trainer

B3. Original Use: Training of military and contract personnel

B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:**

Building E-100 was constructed in 1944 and used up until about 1988. In about 1982 efforts were made to shore up and stabilize the building. Moffatt & Nichol Engineers inspected the structure in 1988 and completed a load test, recommending that the facility undergo repairs before being used again. The repairs were never completed and the building was not used after 1988 for training purposes.

*B7. **Moved?** No Yes Unknown **Date:**

Original Location:

*B8. **Related Features:** Located east and directly adjacent, Building E-112, Winch Trainer Electrical Building, powered the winch used in Building E-100 for training with the winch.

B9a. Architect: Unknown

b. Builder: U.S. Navy

*B10. **Significance: Theme:**

Area:

Period of Significance:

Property Type:

Applicable Criteria:

When Building E-100 was recorded in 1993 it was fully evaluated under the standard criteria of the NRHP and found not eligible for listing under Criteria B through D because it did not meet the threshold required for those criteria. It was also determined not eligible under Criterion A because, although Building E-100 was a part of Naval Weapons Station Concord, which was important to the development of U.S. Navy bases in the San Francisco Bay Area during World War II and the overall installation played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the building was found non contributing because of building function, failure to possess historic integrity reflecting original character and association, and lack of information potential. The evaluation of Building E-100 in consideration of its association with the development of U.S. Navy bases in the Bay Area during World War II is still valid. Although it did support the training of military personnel for their role during wartime, it was not directly associated with the development of naval bases in the area.

Building E-100 has been re-evaluated with consideration of an expanded historic context of training facilities used during the Cold War, and found not eligible under Criteria A through D. Although Building E-100 is associated with an important event (Criterion A), the Cold War, there is not a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association with significant events contributing to broad patterns in American history. Building E-100 has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). The components of Building E-100, such as the building, the mast, rigging, and winch, lack individual distinction when examined separately. However, when examined together as a part of the overall training facility they do represent the general function of a winch trainer that could be considered a significant and distinguishable entity from the other buildings and structures at MOTCO under Criterion C. Although its age (built in 1944) does not require that the building have "exceptional significance" under Criterion G, it has not retained that direct and significant association with the Cold War. Additionally, other than integrity of location, Building E-100 does not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP.

B11. Additional Resource Attributes: (HP 34) Military Property

*B12. **References:** U.S. Army Corps of Engineers, Sacramento District, "Update Report: Historic Building Inventory and Evaluation, Military Ocean Terminal Concord, Contra Costa County, California," September 2012.

*B14. **Evaluator:** Melissa Montag

***Date of Evaluation:** September 2012

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

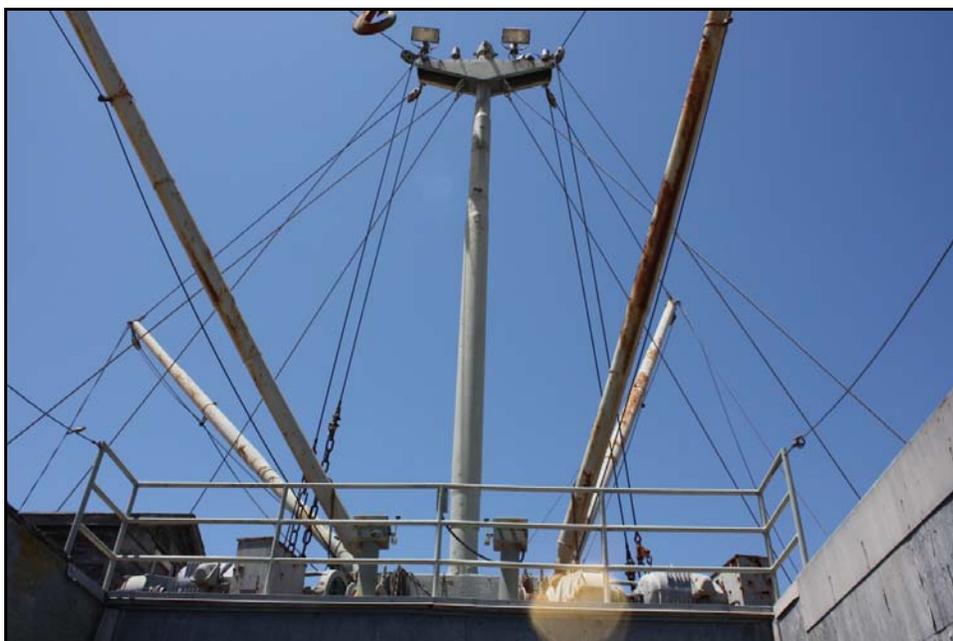
See Location Map and Historic Resources Inventory Forms



Photograph 1: Building E-100, camera facing west, June 2012.



Photograph 2: Building E-100, interior shoring/stabilization, June 2012.



Photograph 3: Building E-100, camera facing roof and winch, June 2012.



Photograph 4: Building E-100, camera facing northeast, June 2012.



Photograph 5: Building E-100, camera facing southwest, June 2012.



Photograph 6: Building E-100, roof, camera facing west, June 2012.



Photograph 7: Building E-100, roof, camera facing east, June 2012.



Photograph 8: Building E-100 (with Building E-112 in foreground), camera facing southwest, June 2012.

Enclosure 4

Facility A-21 DPR Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

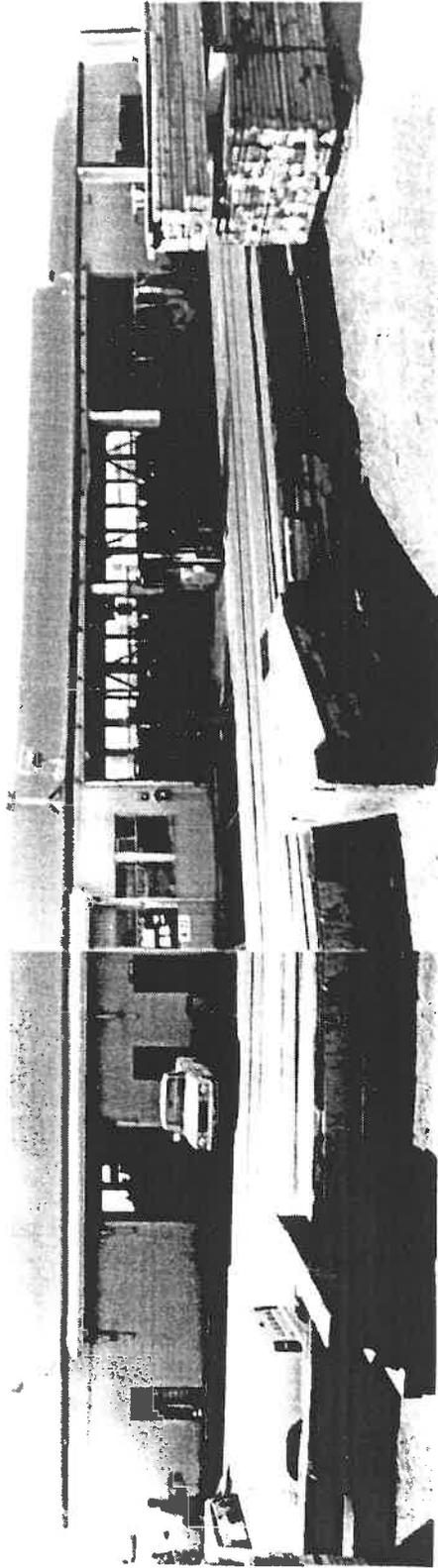
IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: A21 (Representative of A22, A23,).
3. Number & Street: White Road City: Concord
Cross Street: Pier 2 Zip: County: Contra Costa.
4. UTM Zone: 11 A: N4212560m/E585730m B:
C: D:
5. Quad Map No. 4824 Parcel No.:

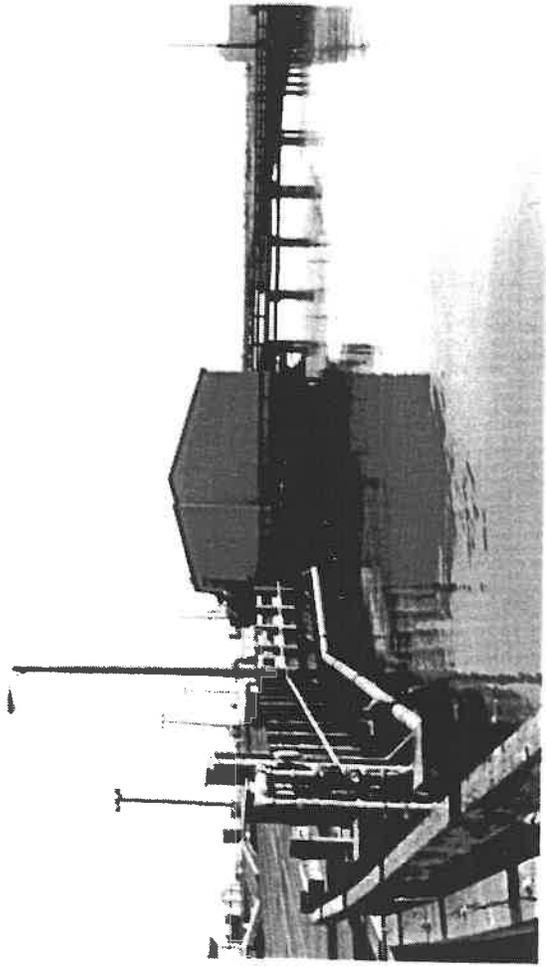
DESCRIPTION

6. Property Category: District Number of Documented Resources: 3
7. Existing Physical Appearance of Property: One story rectangle wood frame open structure with walls on 3 1/2 sides on wood piers over water. Gable asphalt shingle roof with no overhangs. Doors and windows on long sides appear to be in original locations. The walls are of corrugated metal over the original diagonal wood siding. Some small additions have been constructed and metal awnings have been added. Square footage of the three structures varies from 2,610 feet (A21) to 2,841 feet (A23).
8. Planning Agency: WESTNAVFACENGCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Ordinance Operator Building
12. Zoning:
13. Threats: None

PHOTOGRAPHS ATTACHED



REPRESENTATIVE RESOURCE FOR A-21, A-22 & A-23 FRONT LOOKING SOUTH EASTERLY ACROSS DOCK AREA



REPRESENTATIVE RESOURCE FOR A-21, A-22 & A-23 SIDE LOOKING EASTERLY ALONG DOCK

HISTORICAL INFORMATION

14. Construction Date(s): 1944-1945 Original Location: Same Date Moved: N/A.
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

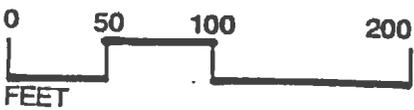
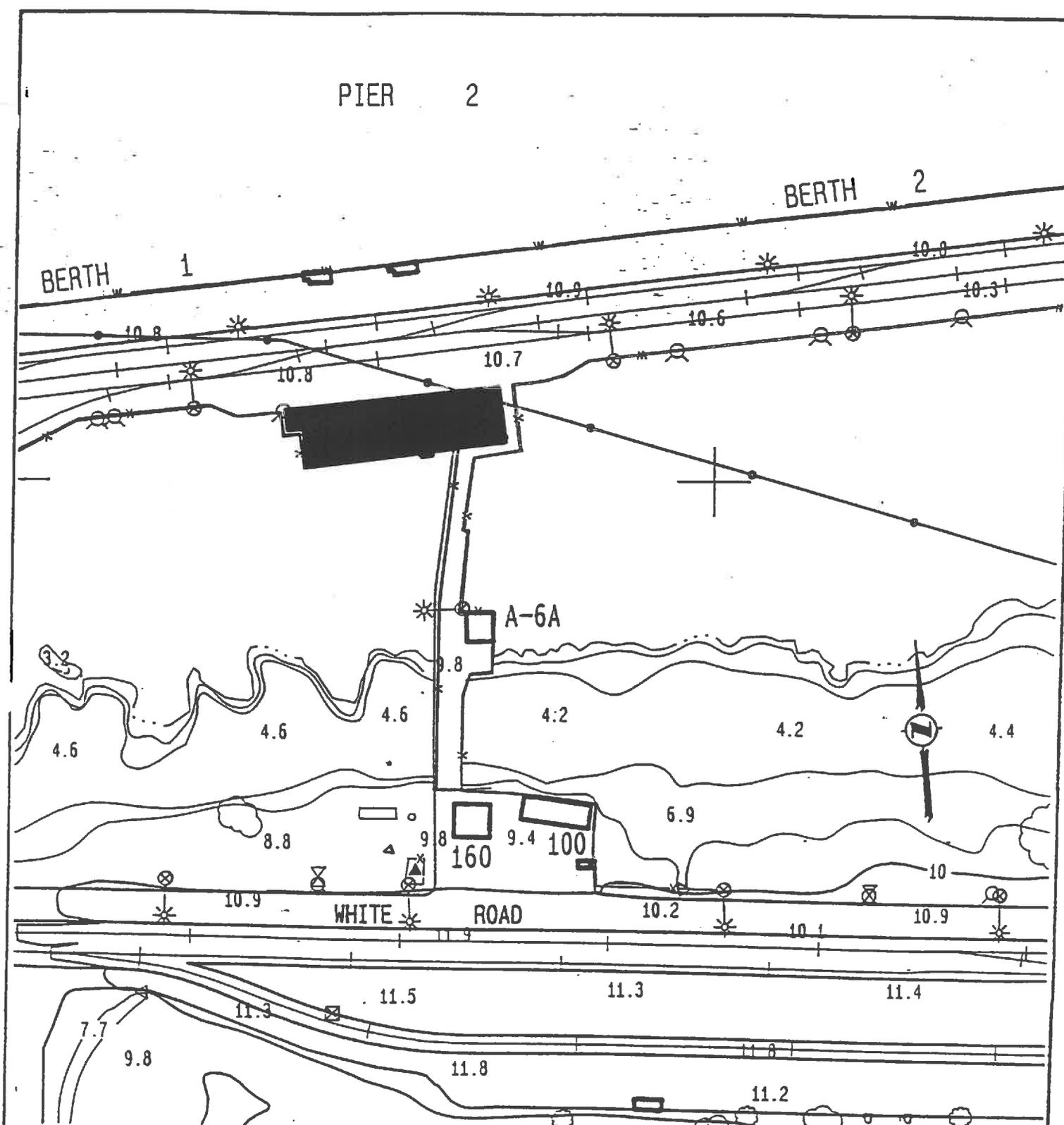
18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945 .
Property Type: Ordinance Operator Building.
Context Formally Developed: Yes.
19. Property's Importance Within Context: The structures identified on this form do not meet National Register eligibility criteria b through d because: they are not associated with persons significant in history; they do not embody distinctive characteristics of a type or period important in history, are not the work of a master and do not possess high artistic value; and, they will not yield information of importance to history beyond that gathered during the inventory process. Nor do the structures meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structures are non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: _____.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates
P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED

PIER 2

BERTH 2

BERTH 1



SOURCE: HAMMON, JENSEN, WALLIN & ASSOCIATES, 1985

HISTORIC RESOURCES
 SITE MAP
 NAVAL WEAPONS
 STATION CONCORD
 A-21,22 & 23

State of California -- The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6
 Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1

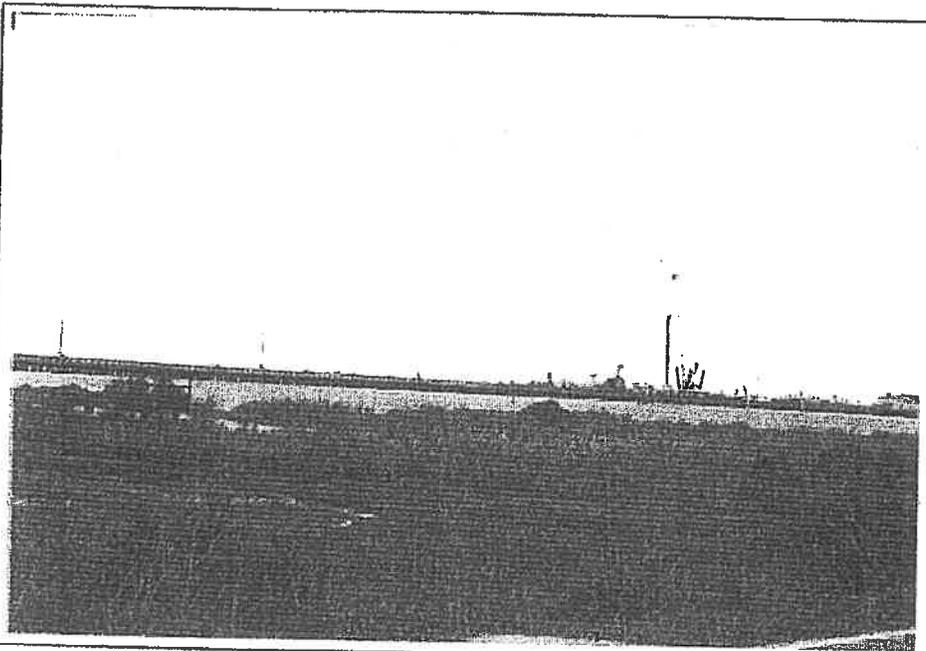
*Resource Name or #: (Assigned by recorder) Piers Complex

- P1. Other Identifier: Buildings 101, 102, 104, 105, 128, 160, 407, 410, 411
- *P2. Location: Not for Publication Unrestricted *a. County Contra Costa
 and (P2b and P2c or P2d. Attach a Location Map as necessary)
- *b. USGS 7.5' Quad See P2e. below Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
- c. Address WPNSTASB DET Concord City Concord Zip 95420
- d. UTM: (Give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

USGS 7.5' Quads: Clayton; Honker Bay; Vine Hill; and Walnut Creek (all dated 1980).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)
 As a shore establishment of the Navy, one of the character-defining elements of WPNSTASB DET Concord has been its piers where various types of ordnance have been loaded and transferred since the opening of the station in 1942. Piers 1 through 4 were located in the Tidal Area along the shoreline of San Pablo Bay. Pier 1 was the only pier completed at the station at the time it opened; it was destroyed in the 1944 explosion. (See Continuation Sheet.)

- *P3b. Resource Attributes: (List attributes and codes) HP34
- P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Description of Photo: (View, date, accession #) February 1998
Building 101 shown here

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
See Description

*P7. Owner and Address:
U.S. Navy,
Washington D.C.

*P8. Recorded by: (Name, affiliation, and address)
JRP Historical Consulting
Services, 1490 Drew Avenue,
Suite 110, Davis, CA 95616

*P9. Date Recorded: May 1998

*P10. Survey Type: (Describe)
Intensive

- *P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures, WPNSTASB DET Concord (June 1998).
- *Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2

NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Piers Complex

B1. Historic Name: Piers 2, 3 and 4 (and support structures)

B2. Common Name: Piers 2, 3 and 4 (and support structures)

B3. Original Use: Ordnance Transshipment

B4. Present Use: Ordnance Transshipment

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) See P3a, "Description."

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

*B9a. Architect: See Description

b. Builder: See Description

*B10. Significance: Theme _____

Area _____

Period of Significance _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

None of these buildings appear to be eligible for listing in the National Register because they do not, individually or as a group, possess historic or architectural significance. Although they have served as part of WPNSTASB DET Concord's logistical support operation, the buildings do not make a significant contribution to the understanding of that mission or to the Cold War-era in general. The piers and their appurtenant support buildings (101, 102, 105, 104, 128 and 160) were crucial to the performance of the station's mission, however, this importance led to their heavy use and frequent rehabilitation and modification (See Description). These alterations, especially the 1969 pier extensions, contribute to a loss of integrity for the piers. Furthermore, Buildings 160, 407, 410 and 411 are less than 50 years old and do not meet the demanding threshold for exceptional significance as defined by the National Register.

B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services:
"Inventory & Evaluation of National Register Eligibility of
Cold War Era and Selected Other Buildings and Structures,
WPNSTASB DET Concord" (June 1998).

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: May 1998

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

Description (Continued)

Within a few months of the 1944 explosion, the Navy built Pier 2 (Building 128) to replace the first, as well as Pier 3 (Building 101) further to the east. Pier 4 (Building 104) was built east of Pier 3 the following year, in 1945. The other buildings in this group (102, 105, 160, 407, 410 and 411) are support structures located on or near the piers and built between 1946 and 1980.

Building 101 is the number assigned to Pier 3, which was completed just after Pier 2 (Building 128) in late 1944. Austin Willmott Earl (San Francisco) designed the pier, which is located east of Pier 2 and begins at the end of Mordon Road and the outlet of Belloma Slough. The original timber pier consisted of an access trestle and pier about 2600 feet long with timber piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking covered with an asphaltic concrete surface. Rail access was provided via the trestle at the western end.

The engineering firm Earl and Wright, of San Francisco, designed the extension of all three ammunition piers (2, 3 and 4, or Buildings 128, 101 and 104) in the mid 1960s and Peter Kiewit & Son, the contractor for the project, completed it by 1969. The extensions amounted to concrete turn around trestles that began at the end of each pier and turned southward to meet the shore. This modification allowed trains to enter at one end of the pier, pass the loading areas and then continue onward to loop around and back on to land without having to back off the pier. The extensions consist of pre-stressed concrete piles and concrete decking panels, with timber fender piles. At the time this resource was field inventoried (February 1998), the pier was undergoing rehabilitation including the installation of new concrete piers.

Buildings 102, 105 and 160 are miscellaneous support structures located on or near the piers in the Tidal Area. Buildings 102 and 105 are Change/Relief Houses that are located on the access trestles of Pier 3 and Pier 4, respectively. These 800 square-foot buildings have a shed roof, flush wood personnel doors, and aluminum sliding sash. Although building records indicate that they were built in 1946, they have been re-sited and the windows replaced since that time. Building 160 is a pre-engineered metal building installed here in 1965 and currently used by Public Works for storage. The small building (576 square feet) is clad in metal panels on the walls and roof, and has a sliding metal door in the south (gable-end) elevation. Metal louvers are the only opening on the east side, while there is a nine-lite industrial metal frame window on the west wall. A metal personnel door provides access to through the north elevation.

Building 104 is the building number assigned to Pier 4, built in 1945. Austin Willmott Earl (San Francisco) designed the pier, which is located east of Pier 3 and begins at the shoreline about midway between Belloma and Cunningham sloughs. The original timber pier consisted of an access trestle and pier about 2600 feet long with timber piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking covered with an asphaltic concrete surface. Rail access was provided via the trestle at the western end. In 1965, the station newspaper, *The Transhipper*, reported that Ordnance personnel improved loading facilities at the Pier 4 parking lot to place offload odd lots of material ready for loading aboard ships. The concrete extension (see description of Pier 3, Building 101) was added in 1969. Station Public Works crews installed a cold iron facility for providing power to berthed ships on Pier 4 in 1973.

Building 128 is the number assigned to Pier 2, which was built in 1944. The Navy had already approved the design for the pier, by Miller, Warnecke & Confer (Oakland), in January 1944, six months before the explosion that destroyed the adjacent Pier 1. The same firm had designed the first pier. After the explosion in July, the construction of Pier 2 proceeded quickly and was in use by fall 1944.

At nearly 2,000 feet long, Miller, Warnecke & Confer designed Pier 2 to be almost twice as long as Pier 1. The access trestle for the second pier began right next to the access for Pier 1 (at the foot of what would become Anderson Road) so that a simple railroad switch could send cars onto either pier. Although they began near the same point, the alignment for Pier 2 was much closer to shore than the former Pier 1 alignment. Both piers were constructed of timber: piles, bracing piles, cross bracing, pile caps, stringers, deck framing and decking. The deck of Pier 2 was covered with an asphaltic concrete surface.

Probably because of its hasty construction and heavy use during the war, Pier 2 underwent several rehabilitation projects over the years. The deck of the pier needed to be replaced by 1952. The 12th Naval District Public Works oversaw this project that provided 4,000 linear feet of decking on Pier 2 (including both access trestles). John J. Gould & H. J. Degenkolb, the consulting engineers who headed the next project to rehabilitate Pier 2, did work in three stages between 1958 and 1960. At this time crews replaced rotten piles, decking and other timber elements with treated Douglas Fir. A few years later, in 1965, public works repaired fire damage at the end of Pier 2 that included the installation of some new piles, bracing and decking. The concrete turn-around extension (see description of Pier 3, Building 101) was added in 1969.

Buildings 407, 410 and 411 are part of a boiler plant facility located just south of Pier 4 in the Tidal area. Koepf & Lange, Consulting Engineers (Lafayette) designed the plant and adjacent tank farm in 1980. The boiler plant is Building 407, while 410 and 411 are building numbers assigned to the metal fuel storage tanks located just to the west. These structures are all set on thick concrete foundations in this low-lying area near the shoreline. Building 407 is a pre-engineered steel frame building with metal overhead doors in the south elevation and metal personnel doors in both the south elevation and the east (gable) end. Large metal louvered openings ventilate the structure from each gable end and some equipment piping and vents penetrate the walls and shallow gable roof of the building.

Primary #

HRI #

Trinomial

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*Recorded by Meta Bunsco

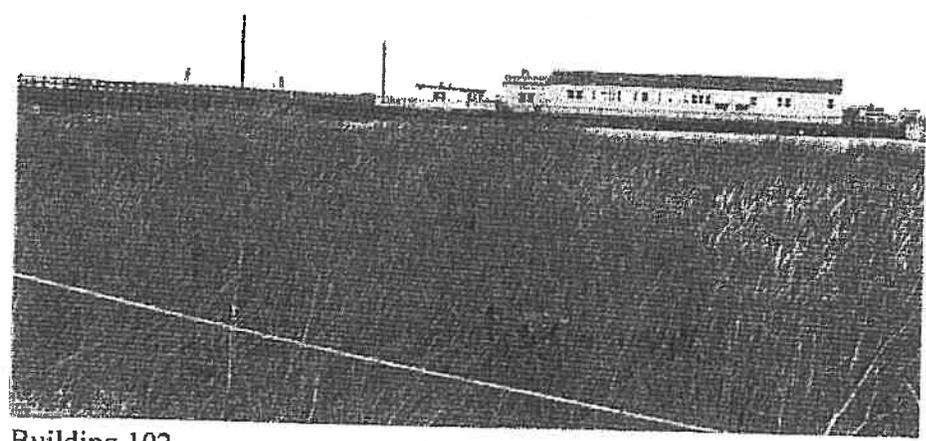
*Resource Name or # (Assigned by recorder) Piers Complex

*Date May 1998

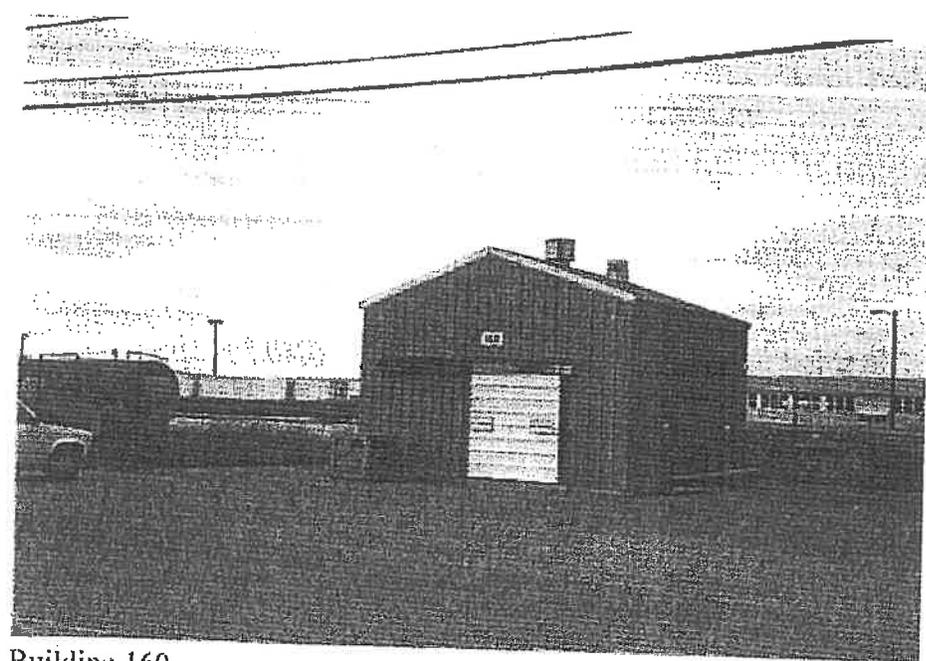
Continuation

Update

Photographs (Continued)



Building 102



Building 160

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI #

Trinomial

Page 6

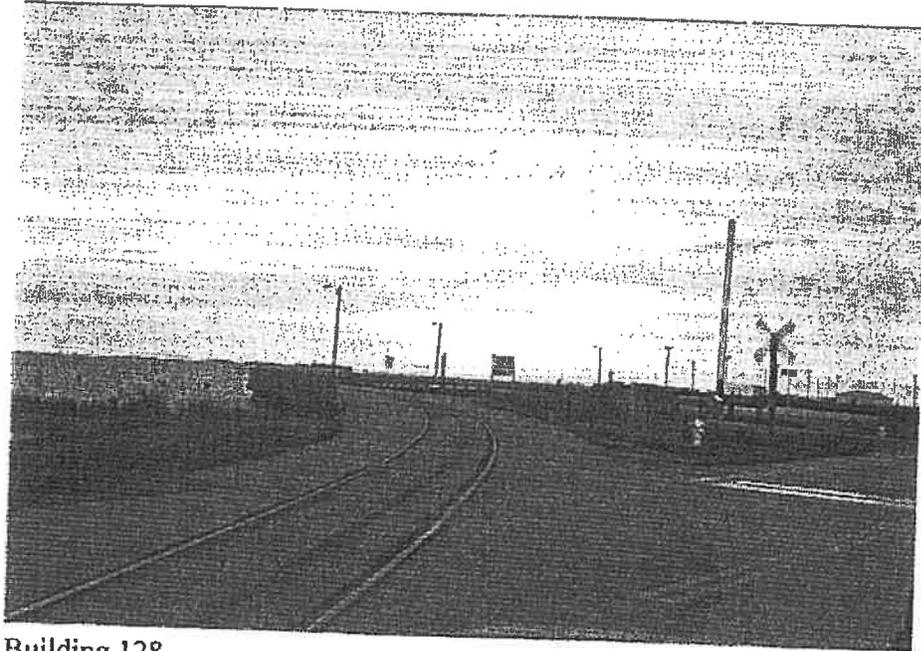
*Recorded by Meta Bunse

*Resource Name or # (Assigned by recorder) Piers Complex

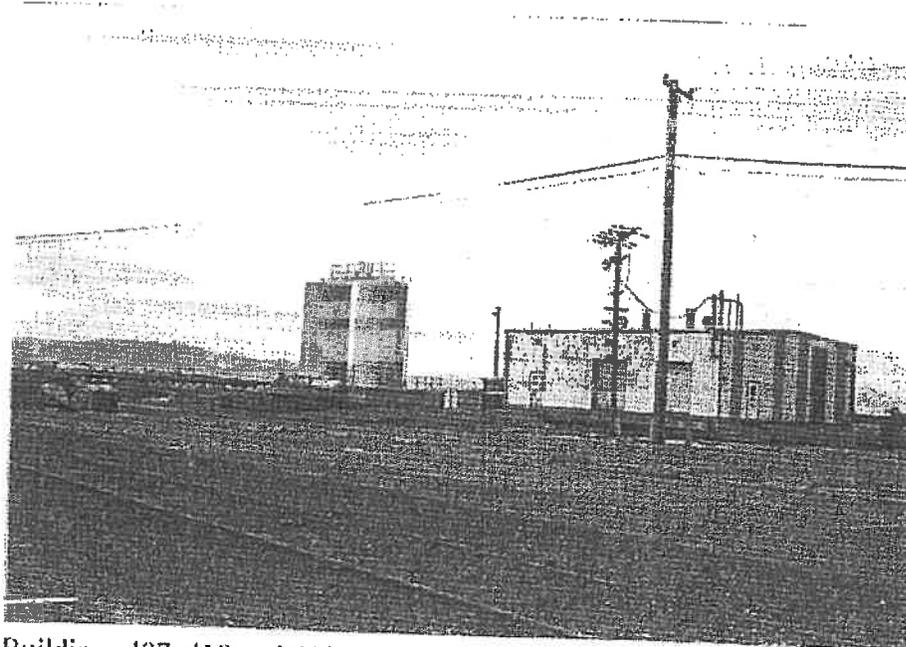
*Date May 1998

Continuation

Update



Building 128



Buildings 407, 410 and 411

Primary #

HRI #

Trinomial

Page 7

*Recorded by Meta Bunse

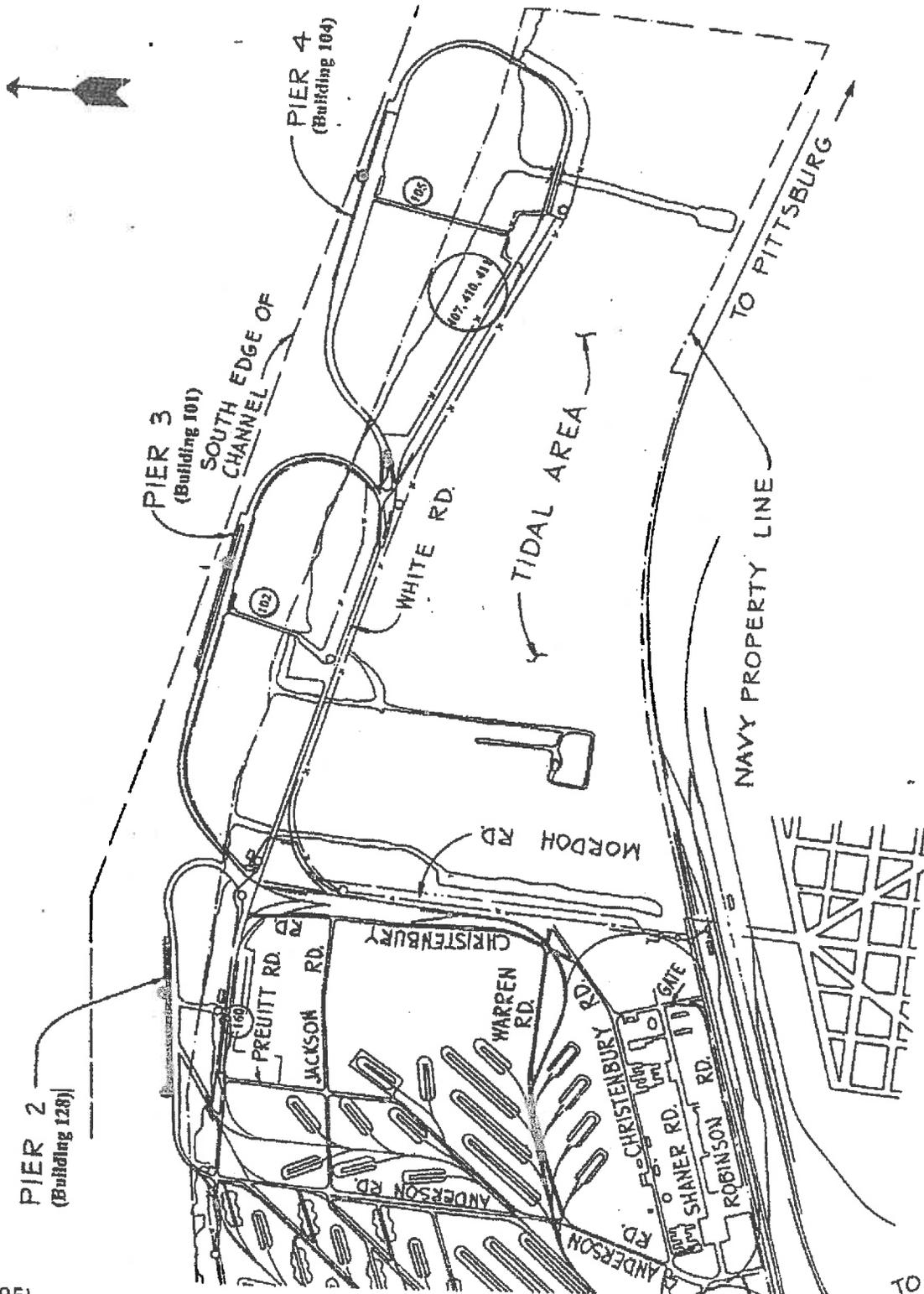
*Resource Name or # (Assigned by recorder) Piers Complex

*Date May 1998

Continuation

Update

Sketch Map



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #
HRI #
Trinomial
NRHP Status Code

Page 1 of 3

*Resource Name or # Piers Complex Building A-21
Continuation Update

P1. Other Identifier: Building A-21 Pier 2 Offices/Battery Charging Area

*P2d. UTM: Zone: 10; 05 85 542 mE/ 42 12 752 mN (WGS 84)

*P2 e. Other Locational Data: USGS 7.5' Quad: Vine Hill

*P3a. **Description:** See attached DPR 523 form from JRP Historical Consulting, LLC, "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Buildings and Structures. WPNSTASB DET Concord," June 1998. Building A-21 is constructed on pilings over Suisun Bay and is connected to Pier 2 as a mostly linear, single elevation, rectangular wood-framed structure with a low pitch, gabled roof built in 1944 when Pier 2 was constructed. The structure is clad in corrugated metal siding, with a modern asphalt roof. Windows on Building A-21 are double-hung and located on the north, south, and east elevations. The north elevation has three open bays, one bay with doors, and several standard metal doors. Inside Building A-21 the open bays still retain charging equipment and other tools and maintenance equipment. Army records indicate the following repair and maintenance to Building A-21: repairs and rehabilitation to the exterior in the 1988-1989 timeframe, and installation of automatic water quality monitoring equipment placed at the building in 1999. Building A-21 appears to be in relatively fair condition, though deterioration appears to be slowed, not arrested altogether.

*P3b. **Resource Attributes:** (HP 34) Military Property

*P8. **Recorded by:** Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P11. **Report Citation:** U.S. Army Corps of Engineers, Sacramento District, "Inventory and Evaluation Report, Military Ocean Terminal Concord, Pier 2 & 3 Repair and Modernization Project Contra Costa County, California," March 2014.

***B10. Significance:**

This update form was prepared to assess if changes in the age or material condition of previously evaluated Naval properties at Concord Naval Weapons Station, Contra Costa County, California, now Army properties at Military Ocean Terminal Concord (MOTCO), would affect conclusions regarding historical significance of these properties since the last evaluation in 1998. The update was done as part of Section 106 of the NHPA that requires federal agencies to take into account the effects of their undertakings on historic properties.

This property was not specifically cited in the 1998 forms and evaluation conducted by JRP Historical Consulting, LLC, though as an appurtenant support structure it is associated with Pier 2 (Building 128) and the Piers Complex, which were fully recorded and evaluated in 1998. Building A-21 was recorded in 1993 by William Self Associates and was determined not eligible at that time. The passage of time since the evaluations in 1993 and 1998 has not altered the significance of the property or the conclusions of the previous reports. In the years since JRP's evaluation in 1998 the property has not demonstrated a direct association with significant events contributing to broad patterns in American history (Criterion A), or direct association with significant persons in American history (Criterion B). In addition, the property does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C), and is not likely to yield information important to history or prehistory (Criterion D). Building A-21 is a part of the mission of MOTCO but has not played a distinct, individual, and specific role beyond that of a supporting element.

See attached 1998 DPR 523 forms for the original statement of significance concluding that the Piers Complex did not meet the criteria for listing in the NRHP.

Historic Context

See attached 1993 HRI form and 1998 DPR form; historic context unchanged.

Evaluation

See attached 1993 HRI form and 1998 DPR; evaluation unchanged.

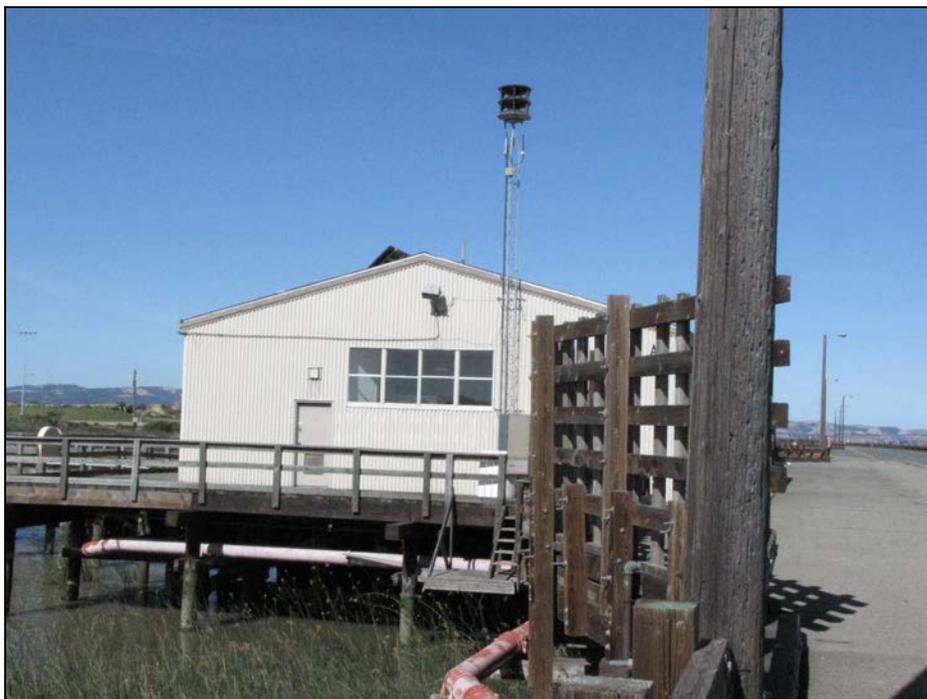
*B14. **Evaluator:** Melissa Montag

*Date of Evaluation: February 2014

Photographs:



Photograph 1: Building A-21, camera facing north, May 2013.



Photograph 2: Building A-21, camera facing west, May 2013.

Photographs:



Photograph 3: Building A-21, camera facing south, May 2013.



Photograph 4: Building A-21, camera facing east, May 2013.

Enclosure 5

2014 Consultation with SHPO (Reference USA_2013_0412_001)
for Facility A-21



DEPARTMENT OF THE ARMY
Military Surface Deployment and Distribution Command
834th Transportation Battalion
410 Norman Avenue
Concord, California 94520-1142

REPLY TO
ATTENTION OF

Director of Public Works

Dr. Carol Roland-Nawi
State Historic Preservation Officer
Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 94296-0001

Dear Dr. Roland-Nawi:

The Department of the Army, Military Surface Deployment and Distribution Command (Army), is continuing consultation concerning the modernization and repairs to Piers 2 and 3 (Project) at the Military Ocean Terminal Concord (MOTCO) in Concord, California (USA_2013_0412_001). The Army initiated consultation concerning the area of potential effect (APE) and efforts to identify cultural resources on October 18, 2013, and received concurrence concerning both items in a letter dated November 27, 2013. A slight change in APE has occurred since our original consultation, removing the east trestle of Pier 2 as no work will occur at this location, as seen in Figure 2 of Enclosure 1. At this time we are requesting concurrence with the updated APE, our determinations of eligibility, as detailed below, and finding of No Adverse Effect to Historic Properties. In support of these findings we are submitting the following reports:

- Inventory and Evaluation Report: Military Ocean Terminal Concord (MOTCO) Pier 2 & 3 Repair and Modernization Project: Compliance with Section 106 of the National Historic Preservation Act of 1966, as amended" (Enclosure 1).
- Phase I Marine Remote-Sensing Survey for the Modernization and Repair of Piers 2 and 3 at Military Ocean Terminal Concord, CA (Enclosure 2).

Existing buildings and structures were photographed and documented in May 2013. Portions of the APE that had not been previously surveyed were surveyed in February 2014 and several additional cultural resources were recorded and evaluated. Those resources include the following ordnance handling buildings and structures: Building A-21 (Pier 2 Offices/Battery Charging Area), Building A-22 (Pier 3 Offices/Battery Charging Area), Building 101 (Pier 3), Building 102 (Pier 3 Smoke Shack), Building 126 (Barge Pier), and Building 128 (Pier 2). Also recorded and evaluated was one public works and support building, Building 174 (an electrical substation). A full description of these resources can be found in Enclosure 1. The Army determined that none of these buildings are eligible for listing in the NRHP because they do not meet the threshold for significance under Criterion A-D.

Additionally, several historical archaeological sites were evaluated including the following: MOTCO-2 (concrete conduits), MOTCO-3 (pilings), MOTCO-4 (concrete footings), MOTCO-5 (artifact scatter), MOTCO-6 (concrete foundation and column with exposed iron rebar), and MOTCO-7 (five barracks heater room pits). All of the historical archeological sites listed above are discussed in depth in the Enclosure 1. The Army

has determined none of these sites is eligible for listing in the NRHP because they do not meet the threshold for significance under Criterion A-D.

Located within the APE is the Port Chicago Naval Magazine National Memorial (Memorial). The Memorial was established by the Port Chicago Memorial Act of 1992 (Public Law 102-562), and made a unit of the National Park System (NPS) in 2009. The Memorial is currently individually listed in the NRHP and is also listed as a historic district. Features include the location of the Memorial along the shoreline, one barricaded rail siding, berms and five small magazines. An additional barricade rail siding is located within the boundaries, but is still used for operational purposes.

The Port Chicago Naval Magazine Explosion Site (PCNM Explosion Site) was recorded as part of the current Project effort. The site consists of the pier and berthing area where the U.S. Navy ships, the *SS E.A. Bryan* and *SS Quinalt Victory*, exploded on July 17, 1944, killing 320 sailors and civilians and injuring 390 others. The site is mostly submerged in Suisun Bay, just north and west of the current location of Pier 2. Remnant elements of the site include the remaining Pier 1 pilings and munitions and remaining fragments from the ships may also be present.

The PCNM Explosion Site has been determined as eligible for listing in the NRHP under Criterion A for its association with the Port Chicago Disaster, which is widely acknowledged as a watershed moment in United States military history, and as an influence on the later Civil Rights movement. The PCNM Explosion Site has also been determined as eligible for listing in the NRHP under Criterion B because it is associated with the tragic deaths of 320 military and civilians, the following court martial and mutiny of the Port Chicago 50, which involved some specific individuals of note, specifically Freddie Meeks. The PCNM Explosion Site is not eligible for listing in the NRHP under Criterion C, as it does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master, or possess high artistic values. The PCNM Explosion Site is not eligible for listing in the NRHP under Criterion D. The submerged cultural resources (debris) do not qualify as contributing elements to the PCNM Explosion Site due to the unremarkable nature of the explosive debris and the repeated site disturbance. The Army has determined that any debris outside the PCNM Explosion site is likewise not significant and would not yield information important to the past, either directly related to those individuals or the time period in which the explosion occurred. The period of significance for the PCNM Explosion Site has been determined to begin with the explosion occurring on July 17, 1944, and ending on July 16, 1948 with the signing of the executive order that ended segregation in the U.S. Armed Forces.

In summary, the Army has determined that the Memorial and the PCNM Explosion Site are the only two historic properties within the APE. The remaining 18 cultural resources within the Project APE have been determined not eligible for listing in the NRHP and as a result, require no further consideration under Section 106 of the NHPA.

The Project may result in temporary physical, auditory, and visual disturbance around the Memorial caused by construction activities. Temporary restrictions could be placed on entry to the Memorial Mondays through Fridays, if construction activities create an explosive safety quantity distance arc covering the Memorial or access roadway. The Project may also include the introduction of a new pier in the location of Pier 2 that is more modern in appearance than the current timber structure. The new

pier may include cranes, additional lighting, and different materials than are currently present. However, modern elements are already currently present within the view shed due to the gantry cranes present at Pier 3 and the east trestle of Pier 2, which was replaced with a concrete approach in 1969.

The integrity of setting, feeling, association, and location of the area around the Memorial would remain that of an operating transshipment facility, which is in keeping with the historic and current use. As a result, there will still be access to the Memorial, and the integrity of the area around the Memorial as an operating transshipment facility would not be not be diminished. Therefore, there would be no adverse effect to the Memorial caused by the Project.

Concerning the PCNM Explosion Site: the installation is still operating under a similar military mission, the surrounding facilities (while they date to a different time period) still support that mission, and the environment around the former location of Pier 1 is fairly unchanged, though modern upgrades to the facilities and buildings have occurred. Construction of the Project and visible ships within Suisun Bay would not compromise the environment; they could be considered to enhance the feel of a working military installation. MOTCO is still a fairly isolated installation, with the development of the surrounding city of Concord kept mostly out of visible range of the PCNM Explosion Site, which also helps to retain the 1944 to 1948 setting, feeling, and association.

The Project would not diminish the integrity of setting, feeling, and association characteristics that qualify the PCNM Explosion Site for eligibility for listing in the NRHP. The characteristics of a munitions transshipment facility would continue, resulting in no adverse effects to the PCNM Explosion Site caused by the Project.

Potentially interested Native American tribes were contacted as part of this effort, with letters sent to tribes and individuals on April 5, 2013 and October 16, 2013. A letter from the Yocha Dehe Wintun Nation, dated April 24, 2013, indicated that the Project is outside the tribe's aboriginal territories and they declined to comment on the Project. No other comments from Native American tribes were received.

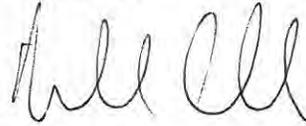
The NPS was also contacted as part of this Project. The Army met with the NPS on August 20, 2013, and contacted Dr. Paul Scolari regarding the project in a letter dated November 18, 2013. The NPS, through the Department of the Interior, provided comments on the Army's Draft Environmental Impact Statement on December 31, 2013. The NPS comments were considered during the preparation of the enclosed documentation and determinations. NPS will also receive the attached documentation and the Army's determinations of NRHP eligibility and no adverse effect to historic properties for the Project.

In conclusion, the Army has determined that the Memorial is listed in the NRHP and PCNM Explosion Site is eligible for listing in the NRHP under Criteria A and B. In addition, the Army has determined that the Project will have no adverse effect to historic properties as the proposed Project will not affect the characteristics that make the two properties eligible for listing in the NRHP. At this time, we request that you concur with our eligibility determinations as well as our finding of no adverse effects to historic properties for the proposed work. Please review the enclosed information and provide your comments, if any, and your concurrence with our determinations. We look forward

to your reply.

Correspondence may be sent to [REDACTED] Community Planner, Facilities Engineering (AMSSD-PLF) HQ, Surface Deployment and Distribution Command, 1050 Remount Road, Building 3304, North Charleston, South Carolina 29406-3500. If you have any questions or would like additional information, please contact Ms. Garber at (843) 794-0417 or by email at [REDACTED]

Sincerely,

A handwritten signature in black ink, appearing to read "Will All". The signature is fluid and cursive.

[REDACTED]
Director of Public Works

Enclosures

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



May 22, 2014

Reply in Reference To: USA_2013_0412_001

██████████
Director of Public Works
Department of the Army
Military Surface Deployment and Distribution Command
834th Transportation Battalion
410 Norman Avenue
Concord, CA 94520-1142

RE: Modernization and Repair of Piers 2 and 3, Military Ocean Terminal Concord, Concord, CA

Dear Mr. ██████████:

Thank you for consulting with me on the above-referenced undertaking. Pursuant to Section 106 of the National Historic Preservation Act (16 USC 470f), as amended, and its implementing regulation outlined at 36 CFR Part 800, the United States Army (Army) is requesting my comments on the adequacy of the project's Area of Potential Effects (APE) and a finding of No Adverse Effect.

The Army proposes to modernize and repair Piers 2 and 3 at Military Ocean Terminal Concord (MOTCO), a World War II-era armament storage depot. Alternatives under consideration include full implementation of repairs to Piers 2 and 3 with Pier 2 re-oriented to align/rotate the west end, full implementation of repairs to both piers leaving the Pier 2 footprint in its present location, full implementation of repairs to the piers while reorienting Pier 2 while increasing deck surface and load capacity, or no action to modernize the piers.

In our previous round of consultation I expressed no concerns with your delineation of the APE. I also suggested the Army gauge the interest of local preservation groups or other public entities that might have an interest in the project. Since this time you have revised the APE, removing the east trestle of Pier 2 as no work will be performed at this location.

In addition to your letter, you have provided the following study in support of this undertaking:

- *Final Inventory and Evaluation Report: Military Ocean Terminal Concord (MOTCO) Pier 2 & 3 Repair and Modernization Project, Compliance with Section 106 of the National Historic Preservation Act of 1966, as Amended* (U.S. Army Corps of Engineers: March 2014)

This study summarizes identification and evaluation efforts undertaken for the project. United States Army Corps of Engineers (Army Corps) cultural resources staff reviewed prior cultural resource evaluations of MOTCO (performed in 1993 and 1998) and conducted a pedestrian survey of the project area. In the process, the present condition of previously-recorded buildings, structures, and objects was assessed and unevaluated resources were recorded.

The Army Corps assessed the following seven buildings and structures and found the properties ineligible for listing on the National Register of Historic Places (NRHP) under all applicable criteria within the contexts of World War II and the Cold War:

- Building A-21 (Pier 2 Offices /Battery Charging Area), built in 1944
- Building A-22 (Pier 3 Offices/Battery Charging Area), built in 1944
- Building 101 (Pier 3), built in 1944
- Building 102 (Pier 3 Smoke Shack), built in 1946
- Building 126 (Barge Pier), built in 1944
- Building 128 (Pier 2), built in 1944
- Building 174 (Electrical Substation), built in 1953

The following historic archaeological sites were also identified and found ineligible for listing on the NRHP:

- MOTCO-2 (remains of Pier 2 and 3 Lighting and Fire Alarm System) dates from 1944
- MOTCO-3 (Original 1944 Pier 2 Pilings)
- MOTCO-4 (Waterside Concrete Footings) date unknown
- MOTCO-5 (Brick Chimney Debris) date unknown
- MOTCO-6 (Concrete Foundation/Column) date unknown
- MOTCO-7 (Barracks Heater Room Pits) date unknown

Southeastern Archaeological Research, Inc. (SEARCH) conducted a Phase I level submerged cultural resources assessment/maritime remote-sensing survey of the APE May 20-24, 2013. Side-scan sonar, magnetometer readings, and photography from the water's surface was employed to determine the presence or absence of archaeological resources, the nature and variety of these resources, and their distribution and density throughout the inshore portions of the APE. The survey included 100 percent survey coverage inside Pier 3 and approximately 30.5 meters (100 feet) outside both Pier 2 and 3. Environmental conditions varied from day to day and included relatively significant tidal fluctuations and high winds. These conditions hampered access to the entire waterside APE; access to Pier 2 could only be obtained during periods of low tide due to the height of the pier and shallow water depths inside the structure.

SEARCH determined that none of the anomalies identified during the survey shared typical characteristics of intact shipwreck magnetic signatures and did not resemble side-scan sonar images of intact shipwrecks. SEARCH further noted that any magnetic anomaly or acoustic contact that could not be identified has the potential to originate from the Port Chicago Disaster. Inside Pier 3 there were 55 magnetic anomalies identified, as well as two magnetic anomalies outside of Pier 2. The side-scan sonar imaged 47 acoustic contacts, or groups associated with contacts, eighteen of which were associated with magnetic anomalies. The photographic survey of the inside of Pier 2 identified 48 exposed objects, many of which were identifiable modern debris and were not recommended as historically significant.

One magnetic anomaly and three acoustic contacts located outside of Pier 2 and the Project APE were identified and were identified as more likely related to the Port Chicago National Memorial Explosion Site. SEARCH also identified the remaining Pier 1 pilings as related to the explosion site, which have been included with the site boundary of the explosion sites. A separate series of piling ruins that extend both inside and outside of Pier 2 were also identified. SEARCH recommends that these pilings appear contemporary to the Port Chicago Disaster and likely relate to the original construction of Pier 2, which was underway at the time of the explosion. The pilings were also identified and recorded during the Army Corp's 2014 survey as MOTCO-3.

Within the waterside APE, submerged cultural resources may have the potential to be disturbed by dredging, the cleaning and wrapping of piles at Pier 3 where sediment will be disturbed around each pile two feet below the mudline, and the removal of existing timber piles and the driving of new concrete piles at Pier 2.

The Army has determined that submerged cultural resources and debris that may be associated with the Port Chicago Disaster are not contributing elements to the Port Chicago National Memorial Explosion Site and are therefore not eligible for listing on the NRHP, as these objects would not contribute to the overall characteristics that make the site eligible. Additionally, they lack the potential to yield information concerning the event or individuals involved not available from other sources.

The Army does concede that some of the submerged cultural resources identified may be associated with the Port Chicago Disaster and could be of age for consideration as potential historic properties. However, it is the opinion of the Army that any remnants of the explosion likely consists of munitions such as projectile bombs, incendiary bombs, and fragmented material that would be considered common ordnance and weaponry from World War II. The Army also asserts that some of the submerged cultural resources identified during the survey are modern debris and do not qualify as potential historic properties. Additionally, debris large enough to pose a hazard to navigation in the channel was removed and extensive, repeated dredging activities have disturbed the sea floor of Suisun Bay.

Having reviewed your submittal, I cannot presently concur with your Finding of Effect as your identification efforts appear incomplete. Please consider the following comments:

- 1) While you note in your letter that both the Port Chicago Naval Magazine National Memorial and the Port Chicago National Memorial Explosion Site are located within the APE, the maps included in your submittal do not show where these sites are in relation to the project. I recommend revising the maps of the APE to include this information.
- 2) There is a discrepancy between your revised APE and project description. You note that the east trestle of Pier 2 has been removed from the APE as no work will be performed there, but on Page 3 of your letter, you state that Pier 2 may be replaced with a new pier. Wouldn't the replacement of Pier 2 necessitate the inclusion of all of Pier 2 in the APE?
- 3) I concur that Buildings A-21, A-22, 101, 102, 126, 128, and 174 are ineligible for listing on the NRHP within the context of MOTCO's mission during World War II and the Cold War-era under National Register Criteria A, B, and C.
- 4) I further concur that historic archaeological sites MOTCO-2, MOTCO-3, MOTCO-4, MOTCO-5, MOTCO-6, and MOTCO-7 are ineligible for listing on the NRHP under National Register Criteria A, B, and C.
- 5) I concur that the Port Chicago Naval Magazine Explosion Site is eligible under National Register Criterion A for its association with the Port Chicago Disaster and Criterion B for its association with the tragic deaths of 320 military personnel and civilians, and the subsequent court martial and mutiny of the Port Chicago Fifty.
- 6) You argue that submerged resources associated with the Port Chicago Disaster that might be sited in the APE should be considered ineligible for listing on the NRHP, due to the fact such objects would lack the potential to yield information concerning the disaster or individuals involved that couldn't be derived from other sources. This argument suggests that any objects

that might be affected could only be eligible under National Register Criterion D for their research value. Might other National Register Criteria apply? In order to concur with this opinion, I would need a rationale addressing Criteria A, B, and C.

7) Are you aware of the Sunken Military Craft Act of 2004 and how this law may affect the National Register status of debris resulting from the explosion of *SS E. A. Bryan and SS Quinalt Victory*?

8) In an email dated April 8, Port Chicago Naval Magazine National Memorial Superintendent Tom Leatherman contacted the State Historic Preservation Officer to express concerns about the "manner in which the US Army is conducting this consultation—both in its treatment of the National Park Service as a consulting party, and in its efforts to establish an appropriate Area of Potential Effect, to identify historic properties, and most importantly, to take into account the effects that its planned activities may have on the nationally significant historic property that we are responsible for." As Superintendent Leatherman has a real interest in the Memorial and any possible effects to the property, the Army should make a renewed effort to consult with the National Park Service on this undertaking.

Thank you for considering historic properties as part of the project planning process. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or at Tristan.Tozer@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

CC:

Tom Leatherman, Superintendent
Eugene O'Neill NHS, John Muir NHS
Port Chicago Naval Magazine NMem
Rosie the Riveter/ WWII Home Front NHP
PO Box 280, 1000 Kuss Road
Danville, CA 94526

Enclosure 6

FY14 FRP DPR Forms for
A-13, A-19, A-20, A-24, R-1, R-2, R-3, R-4,
S-41, S-43, S-47, S-49, S-53, and S-55

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: Building A-13

P1. Other Identifier: Weighing Facility

***P2. Location:** Not for Publication Unrestricted

***a. County:**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA

City: Concord

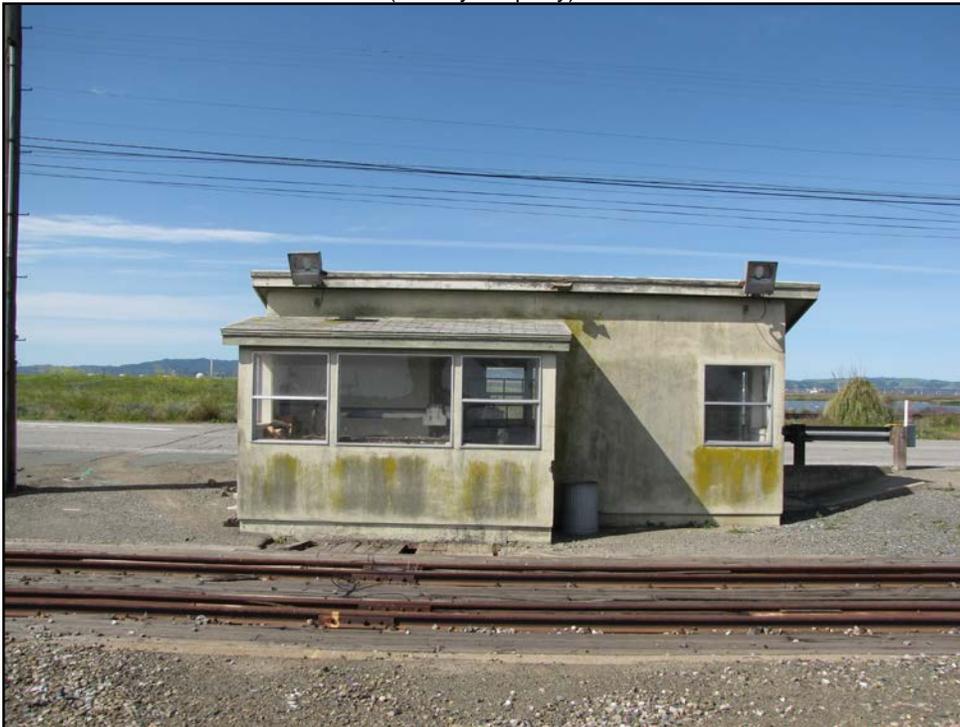
Zip: 94520

d. UTM: Zone: 10; 0584691 mE/ 4211978 mN

e. Other Locational Data: From the entrance of MOTCO, the building can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Road, veering left on the road in a northerly direction. Taylor Boulevard turns into Johnson Road, pass Froid Road on the left and continue 1,000 feet. Building A-13 is on the right, set slightly into the hill that slopes to railroad tracks that run parallel to Johnson Road.

***P3a. Description:** Building A-13 is a one-story irregular shaped wood frame building on a concrete slab/foundation and is 288 square feet in size. The specification drawings indicate that there was a shed at this location that was removed in 1978 and the current building was likely constructed at that time. The shed was most likely built in 1943. The scale located under the adjacent railroad tracks is most likely original. The roof is a shed style split asphalt roof with a moderate pitch on a wood structure with minimal overhangs. The exterior of the building is painted cement plaster and the doors and windows appear to be in their original locations, at least since the building was reconstructed in 1978. Original windows have been replaced by aluminum sash and the roof has a number of vents and flood lights added. Used as a weighing facility for railroad cars passing over the scales just east of Building A-13, the interior scales are still inside the building and under the railroad tracks, although they are not operational. Inside Building A-13 there is a linoleum floor, bathroom, and water drinking fountain. There are some cracks in the plaster exterior, evidence of wasp nests, rotting in the exposed wood fascia, and rust evident on exposed metal surface. Building A-13 is currently condemned and abandoned.

***P3b. Resource Attributes:** HP34 (Military Property)



***P4. Resources Present:**

Building Structure
 Object Site District
 Element of District Other (Isolates, etc.)

P5b. Description of Photo:
Southwest, 4/23/14

***P6. Date Constructed/Age and**

Sources: 1943/1978 Historic
 Prehistoric Both

***P7. Owner and Address:**

U.S. Army

***P8. Recorded by:** Melissa Montag,
M.A. U.S. Army Corps of Engineers,
Sacramento District, 1325 J Street,
Sacramento, CA 95814

***P9. Date Recorded:** 6/10/14

***P10. Survey Type:** Site specific
survey/historic recordation

***P11. Report Citation:** None

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building A-13

- B1. Historic Name: Weighing Facility
- B2. Common Name: Weighing Facility
- B3. Original Use: Weighing Facility
- B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** Building A-13 was originally a shed built in 1943. The existing railroad tracks and scales most likely date to 1943. In 1978, the shed was removed and the current wood frame building was constructed. No other significant modifications are known. No other information on alterations to Building A-13 is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** Building A-13 is located on Johnson Road, parallel to the railroad tracks that connect the inland and tidal areas of MOTCO. The railroad tracks immediately adjacent to Building A-13 include in-ground scales used to weigh railroad cars and cargo. Inside Building A-13, the operator scales are still present.

- B9a. Architect: U.S. Navy Bureau of Yards and Docks
- b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War
Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District **Applicable Criteria:** N/A

The essential mission of Naval Weapons Station, Concord, has been “to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material” since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Building A-13 was originally recorded and evaluated by William Self Associates in 1992 and were found not eligible under National Register criteria A through D because it did not meet the thresholds for significance at that time. Further, the 1998 evaluation by JRP Historical Consulting Services of the overall installation concluded that in the larger context of the Navy’s Cold War efforts that MOTCO’s “logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends” and that the installation’s resources “are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities,” that they “do not represent character-defining contributions to the Cold War period at either the local, state or national level,” and that many of the structures did not retain integrity. These earlier evaluations are affirmed below, still valid since the role of MOTCO has remained essentially the same since the evaluation in 1992, the role of the this structure is similar to that of the resources described in JRP’s 1998 evaluation of the installation, and the structure itself has not changed to one of greater significance since the evaluation in 1998. Additionally, the “building” of Building A-13 dates to 1978, while the scales date to 1943. Since the building has not yet reached 50 years of age, it would have to be eligible for listing under Criterion G, having achieved significance within the past 50 years as a result of exceptional importance.

Building A-13, as well as the scales associated with the building, has been re-examined to consider the context of the role it may have played in World War II and the Cold War, as well as the passage of time since its previous evaluation in 1992 and has been found not eligible under Criteria A through D and G. Although Building A-13 is associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and it played only a supporting role in the storage and shipment of munitions for the Pacific Naval Fleet. The building also does not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association with significant events contributing to broad patterns in American history. The building has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to its common construction as a utilitarian military structure, the building is not likely to yield information of importance to history beyond this recordation (Criterion D). The scales are located adjacent to the building and are directly associated by

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building A-13

function with Building A-13. As an associated structure to the role the building played to support the mission of the installation, the scales are not individually significant. The weighing scales associated with Building A-13 have been determined not eligible for listing in the National Register as part of this current recordation and evaluation effort. Since Building A-13 is not eligible for listing in the National Register because it does not exhibit a direct connection to World War II and the Cold War, neither are the weighing scales as a contributing structure. The reconstructed Building A-13, built in 1978, is also not eligible for listing in the National Register under Criterion G because it has not achieved significance within the past 50 years as a result of exceptional importance. For the reasons listed above under Criterion A-D, Building A-13 has served as a supporting facility for MOTCO and does not have a direct connection with important historic events, people, architecture, or as a source of information.

Additionally, other than integrity of location, Building A-13 does not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Building A-13 has been condemned by the Army and is abandoned.

B11. Additional Resource Attributes: HP34 (Military Property)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

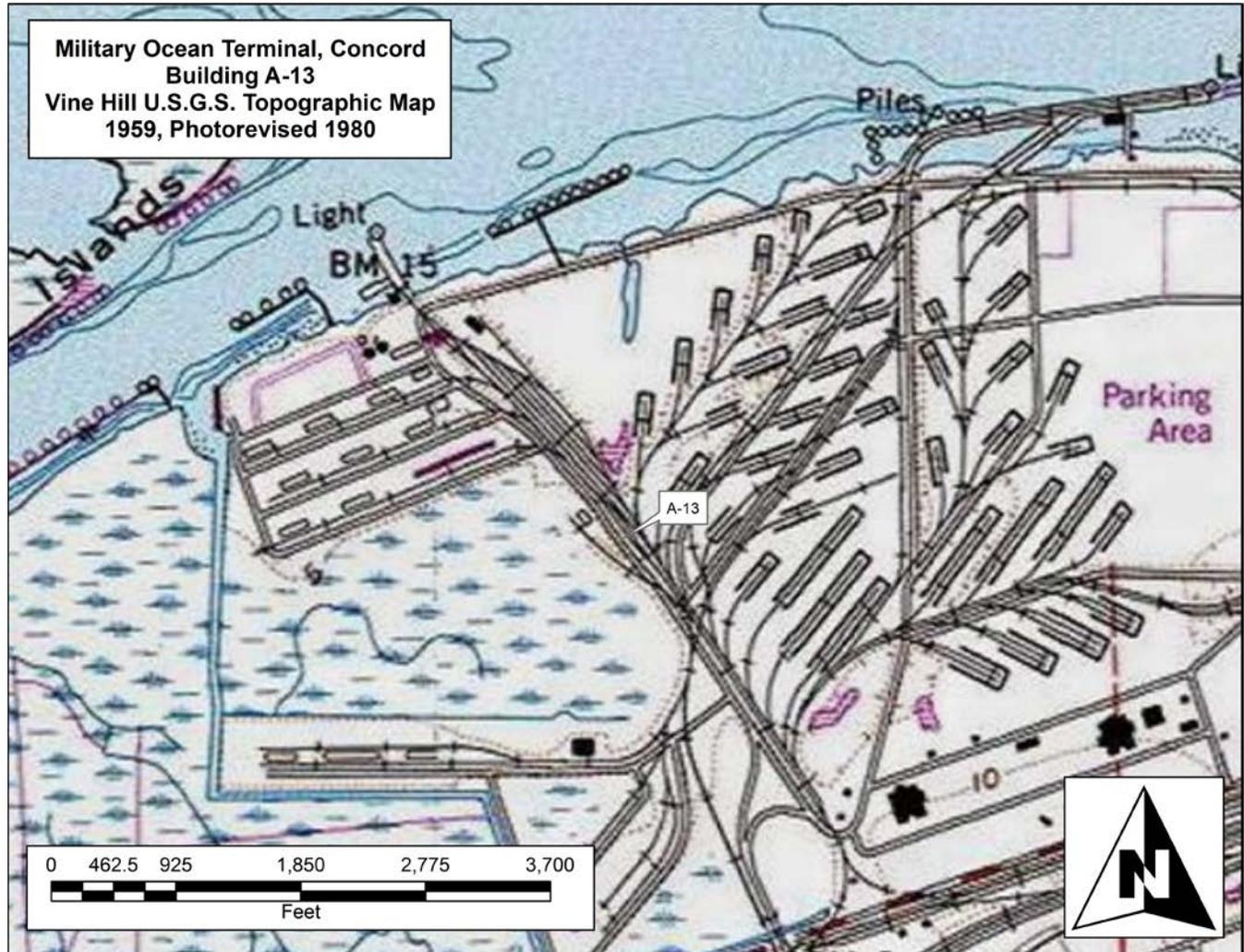
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

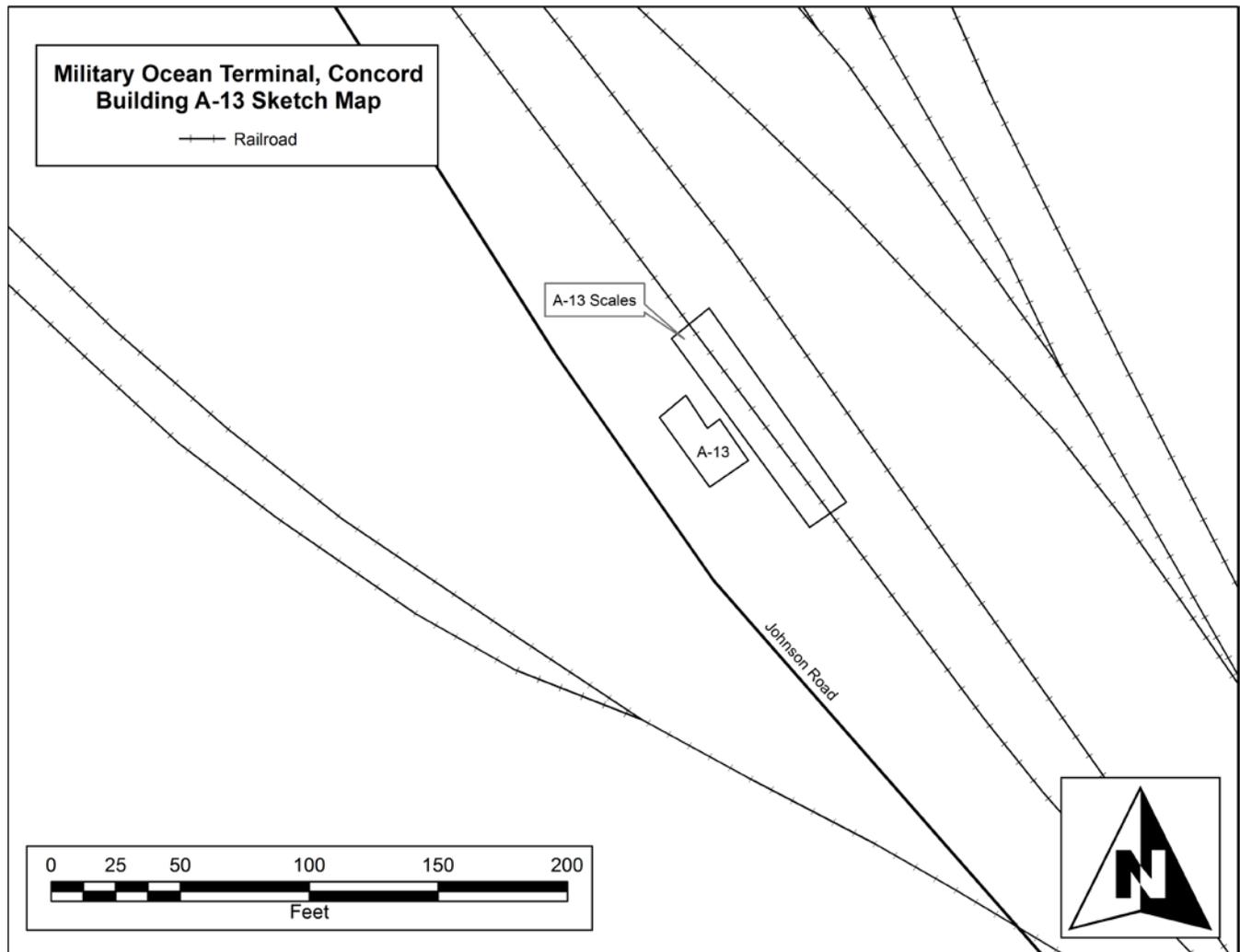
William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

B13. Remarks: The Army has proposed demolition of Building A-13.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/10/14





NOTE: Include bar scale and north arrow.



Photo 1: Northeast view of A-13 west elevation.



Photo 2: Southeast view of north elevation of A-13.



Photo 3: Northwest view of A-13 south elevation.



Photo 4: Northwest view of scales (under railroad tracks) of A-13.

State of California - The Resources Agency
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HISTORIC RESOURCES INVENTORY

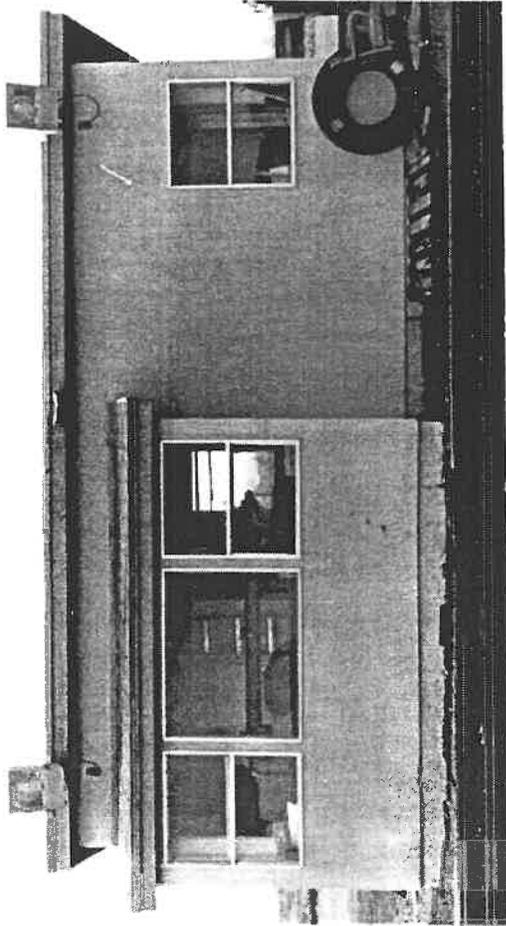
IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: A13.
3. Number & Street: Johnson Road City: Concord
Cross Street: Moore Road Zip: _____ County: Contra Costa.
4. UTM Zone: 11 A: N4211600m/E584940m B: _____
C: _____ D: _____
5. Quad Map No. 4824 Parcel No.: _____

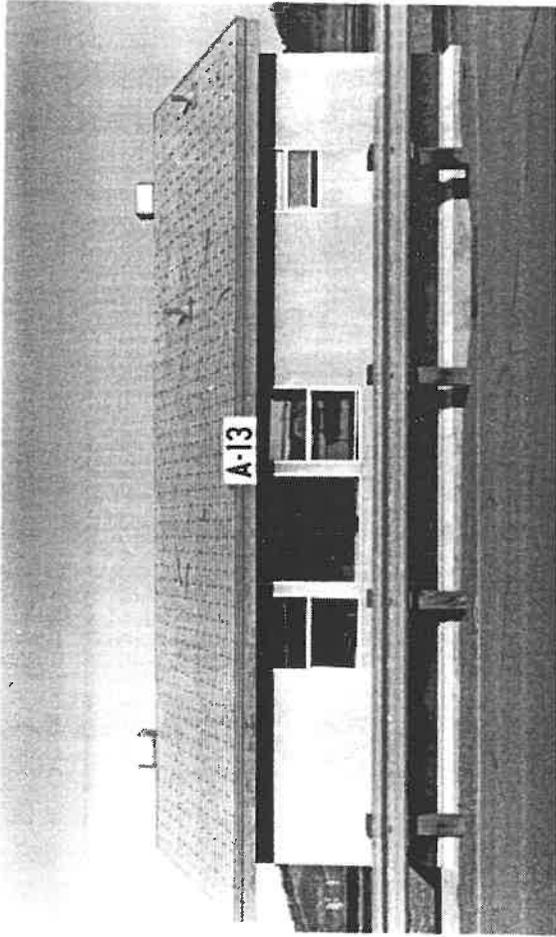
DESCRIPTION

6. Property Category: Structure Number of Documented Resources: 1
7. Existing Physical Appearance of Property: One story irregular shaped wood frame building on concrete slab/foundation. Shed-style asphalt roof on wood structure with minimal overhangs. Doors and/or windows on all sides appear to be original locations. Original windows have been replaced by aluminum sash. Walls are painted cement plaster with no texture or pattern. No significant modifications were noted.
8. Planning Agency: WESTNAVFACENGCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Weighing facility.
12. Zoning:
13. Threats: None

PHOTOGRAPH ATTACHED



RESOURCE A-13 BACK LOOKING WESTERLY ACROSS THE RAILROAD TRACKS



RESOURCE A-13 FRONT LOOKING EASTERLY FROM JOHNSON DRIVE



RESOURCE A-13 SIDE LOOKING SOUTH EASTERLY

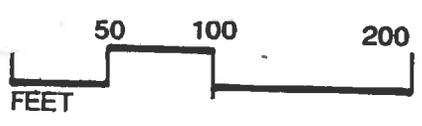
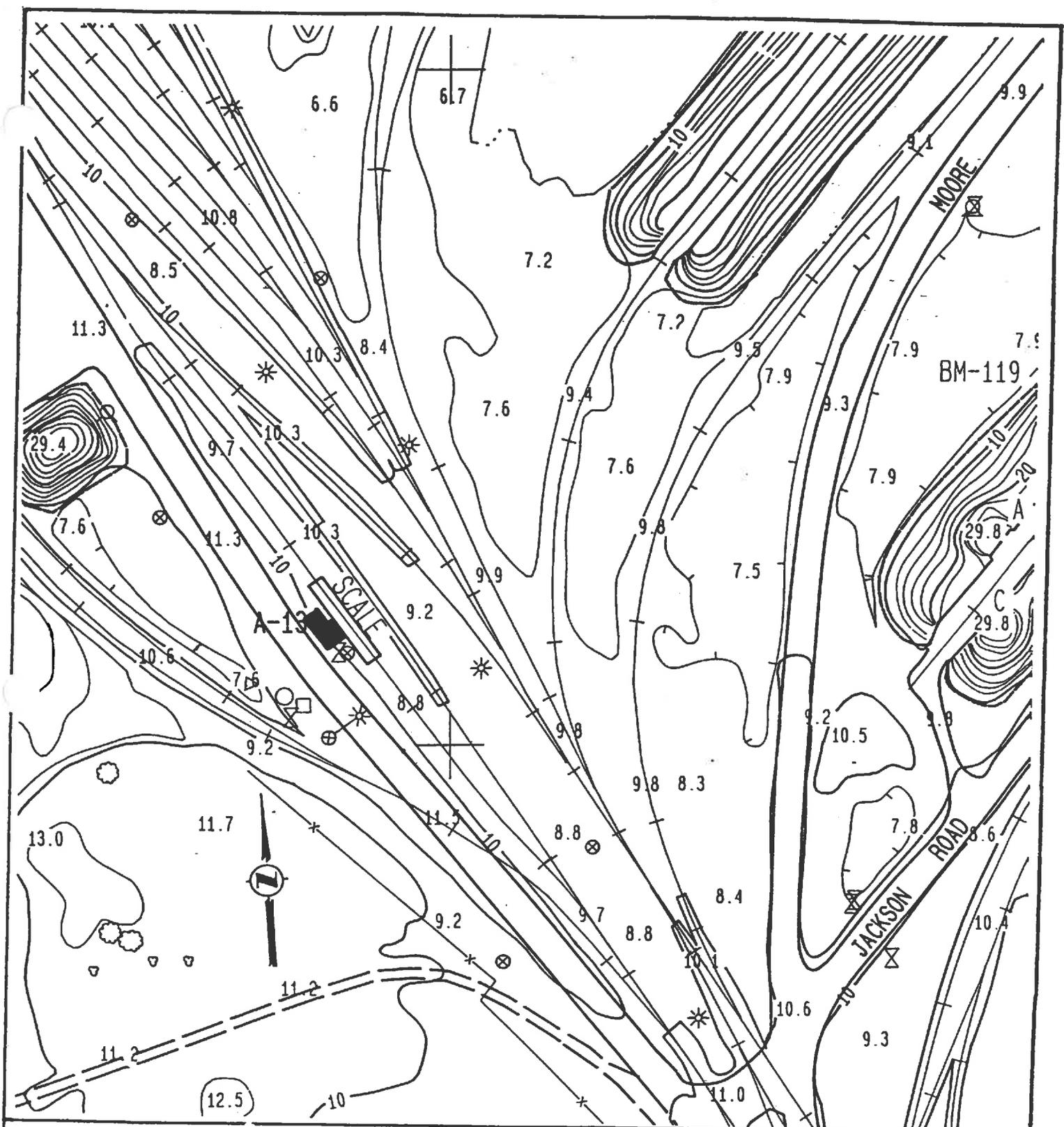
HISTORICAL INFORMATION

14. Construction Date(s): 1943 F Original Location: Same Date Moved: N/A.
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945.
Property Type: Structure. Context Formally Developed: Yes.
19. Property's Importance Within Context: The structure identified on this form does not meet National Register eligibility criteria b through d because: it is not associated with persons significant in history; it does not embody distinctive characteristics of a type or period important in history, is not the work of a master and does not possess high artistic value; and, it will not yield information of importance to history beyond that gathered during the inventory process. Nor does the structure meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structure is non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: N/A.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates, P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED



SOURCE: HAMMON, JENSEN, WALLIN & ASSOCIATES, 1985

HISTORIC RESOURCES
 SITE MAP
 NAVAL WEAPONS
 STATION CONCORD
 A-13

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: Building A-19

P1. Other Identifier: Public Works Shop

***P2. Location:** Not for Publication Unrestricted

***a. County:**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA

City: Concord

Zip: 94520

d. UTM: Zone: 10; 0584584 mE/ 4211610 mN

e. Other Locational Data: From the entrance of MOTCO, the building can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Road, veering left on the road in a northerly direction. Taylor Boulevard turns into Johnson Road, turn left on Froid Road and follow the paved road, parallel to the railroad tracks, and continue 1,000 feet. Building A-19 is on the right, on the other side of the railroad tracks, immediately west of Building A-20.

***P3a. Description:** Building A-19 is a one-story rectangular wood frame shed that has been relocated from another location and placed directly on the asphalt paving near A-20. Building A-19 is 336 square feet in size. Previous survey and inventory records indicate "Building A-19" was a different building located closer to the shoreline, which has been removed, indicating the shed was assigned the designation "A-19," though the property records do not match the current shed. The construction or placement date of the shed is unknown. The shed has a wood foundation, wood board and batten siding, a moderately pitched, hipped roof with a slight overhang and composite shingles on the roof. The north elevation has a single personnel door made of wood with metal hinges, and the south elevation is the only side of the shed with windows. The windows are two single pane, square windows with glass removed from one window. Inside the shed there is an exposed wood floor, the shed has an open floor plan, no heating or plumbing, and a wood desk suggests the space was used as an office. The exterior of the shed is painted tan, though the paint and asphalt shingles on the roof are peeling. There are missing shingles, signs of extensive dry rot and pest infestation, and rust is evident on the exposed metal surfaces. Building A-19 is currently condemned and abandoned.

***P3b. Resource Attributes:** HP34 (Military Property)



***P4. Resources Present:**

Building Structure
 Object Site District
 Element of District Other (Isolates, etc.)

P5b. Description of Photo: South, 4/23/14, North elevation

***P6. Date Constructed/Age and**

Sources: Unknown Historic
 Prehistoric Both

***P7. Owner and Address:**

U.S. Army

***P8. Recorded by:** Melissa Montag, M.A. U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P9. Date Recorded:** 6/11/14

***P10. Survey Type:** Site specific survey/historic recordation

***P11. Report Citation:** None

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building A-19

- B1. Historic Name: Public Works Shop
B2. Common Name: Public Works Shop
B3. Original Use: Public Works Shop, Office B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** The construction date of Building A-19 is unknown. The shed appears to have been moved from a different location to the present location. Historical aerial imagery suggests the shed has been at its present location since at least 1988. No other information on alterations to Building A-19 is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** Unknown **Original Location:** Unknown

*B8. **Related Features:** No related features.

B9a. Architect: Unknown

b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War

Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District

Applicable Criteria: N/A

Building A-19 appears to have been used for general public works purposes on the installation, as office space. The essential mission of Naval Weapons Station, Concord, has been "to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material" since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Building A-19 has not been previously recorded and evaluated though it falls under similar functions described in the 1998 evaluation by JRP Historical Consulting Services of the overall installation. This evaluation concluded that in the larger context of the Navy's Cold War efforts that MOTCO's "logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends" and that the installation's resources "are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities," that they "do not represent character-defining contributions to the Cold War period at either the local, state or national level," and that many of the structures did not retain integrity. This earlier evaluation is affirmed below, still valid since the role of this structure is similar to that of the resources described in JRP's 1998 evaluation of the installation.

Building A-19 has been evaluated to consider the context of the role it may have played in World War II and the Cold War, as well as the passage of time since its previous evaluation in 1992 and has been found not eligible under Criteria A through D. Although Building A-19 may have been tangentially associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and it would have played only a supporting role in the mission of the installation to store and ship munitions for the Pacific Naval Fleet. The building also does not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association with significant events contributing to broad patterns in American history. The building has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to its common construction as a utilitarian military structure, the building is not likely to yield information of importance to history beyond this recordation (Criterion D). For the reasons listed above under Criterion A-D, Building A-19 has served as a supporting facility for MOTCO and does not have a direct connection with important historic events, people, architecture, or as a source of information.

Additionally, Building A-19 does not possess sufficient integrity of design, setting, location, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Building A-19 has been condemned by the Army and is abandoned.

B11. Additional Resource Attributes: HP34 (Military Property)

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 7

*NRHP Status Code

*Resource Name or # Building A-19

***B12. References:**

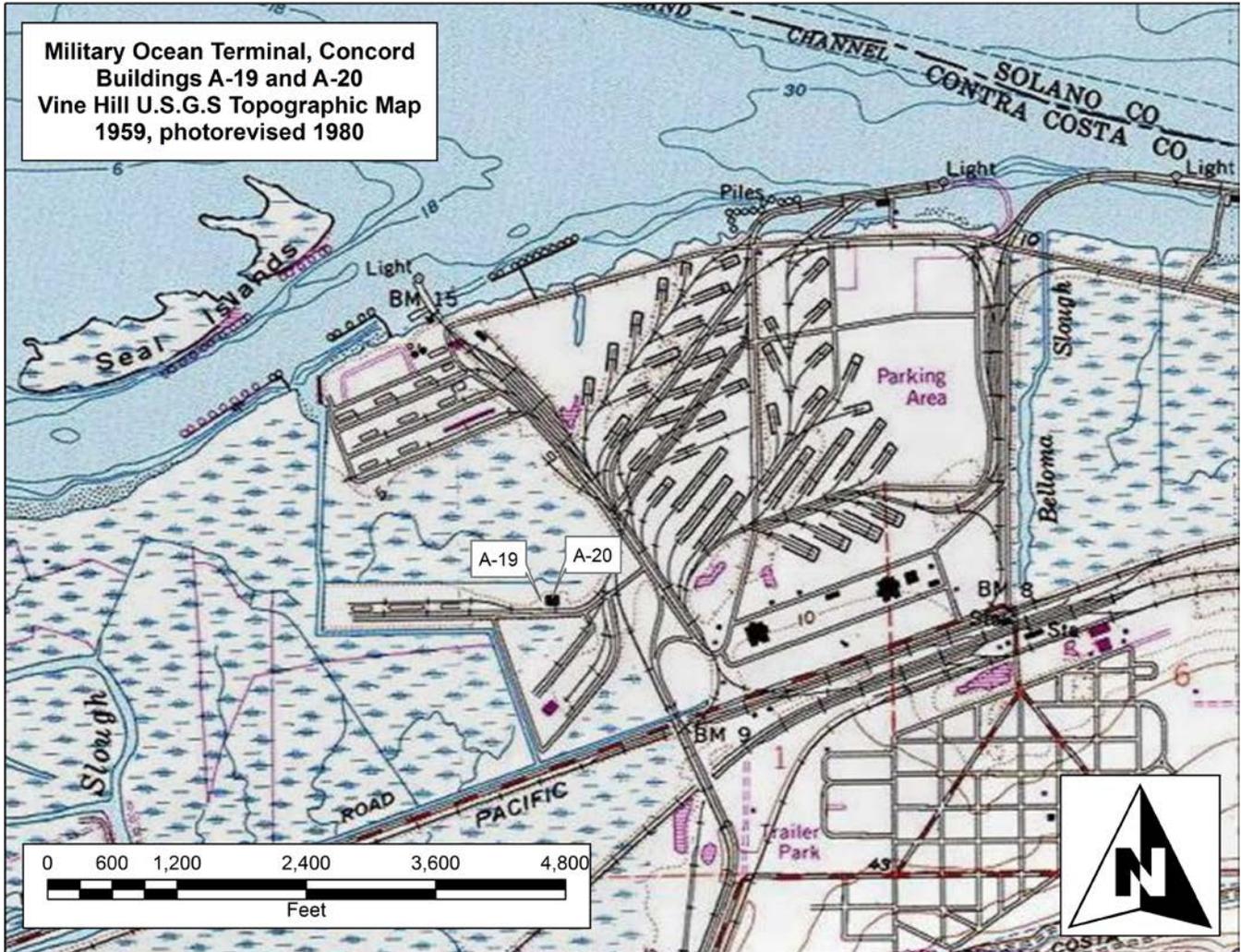
JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

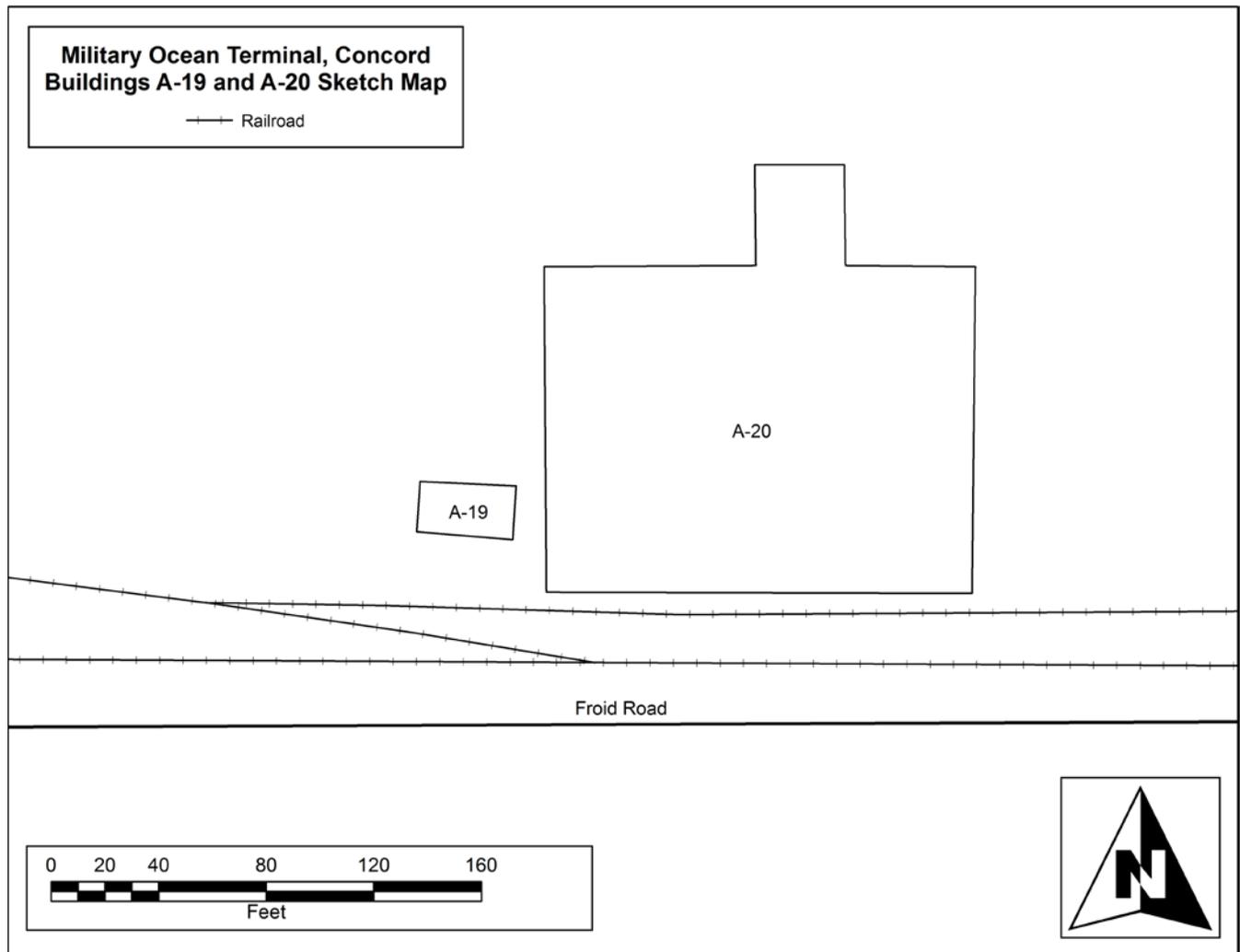
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

B13. Remarks: The Army has proposed demolition of Building A-19.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/11/14





NOTE: Include bar scale and north arrow.



Photo 1: East view of A-19 west elevation.



Photo 2: West view of east elevation of A-19.



Photo 3: North view of A-19 south elevation. Building A-20 is to the right.



Photo 4: Interior of A-19.

P1. Other Identifier: Ordinance Operator Building/Stripping Joiner Shop/Carpentry Shop

***P2. Location:** Not for Publication Unrestricted

***a. County:**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA

City: Concord

Zip: 94520

d. UTM: Zone: 10; 0584595 mE/ 4211630 mN

e. Other Locational Data: From the entrance of MOTCO, the building can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Road, veering left on the road in a northerly direction. Taylor Boulevard turns into Johnson Road, turn left on Froid Road and follow the paved road, parallel to the railroad tracks, and continue 1,000 feet. Building A-20 is on the right, on the other side of the railroad tracks, immediately east of Building A-19.

***P3a. Description:** Building A-20 is a one-story irregular cast-in-place, enclosed concrete structure with a raised wood floor. The building has a corrugated gable roof on a metal structure with a continuous ridge vent and no overhand. There are large door and window openings on all sides with minimal modifications. Most of the windows are awning style, with some double hung, and all are multi pane with glass replaced with plastic. Metal sash and frames appear to be original. The building shows evidence of large exterior sliding doors that have been replaced with rolling metal doors. The walls are painted concrete with a horizontal wood form pattern. A small, flat roof, raised floor, concrete addition has been constructed on the north side and appears to have been used for office space. Building A-20 is 10,452 square feet in size and had had use as an Ordinance Operator Building, Stripping Joiner Shop, and a Carpentry Shop. The interior floor of Building A-20 is made of cut wood pieces, laid like brick throughout. A large ramp connects the road to the west elevation of the building, and a concrete platform on the south elevation extends out to the railroad tracks that run parallel to the building. Building A-20 is currently condemned and abandoned.

***P3b. Resource Attributes:** HP34 (Military Property)



***P4. Resources Present:**

Building Structure
 Object Site District
 Element of District Other (Isolates, etc.)

P5b. Description of Photo: East, 4/23/14, West elevation

***P6. Date Constructed/Age and**

Sources: 1945 Historic
 Prehistoric Both

***P7. Owner and Address:**

U.S. Army

***P8. Recorded by:** Melissa Montag,
M.A. U.S. Army Corps of Engineers,
Sacramento District, 1325 J Street,
Sacramento, CA 95814

***P9. Date Recorded:** 6/11/14

***P10. Survey Type:** Site specific
survey/historic recordation

***P11. Report Citation:** None

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building A-20

- B1. Historic Name: Ordinance Operator Building/Stripping Joiner Shop/Carpentry Shop
- B2. Common Name: Ordinance Operator Building/Stripping Joiner Shop/Carpentry Shop
- B3. Original Use: Ordinance Operator Building/Stripping Joiner Shop/Carpentry Shop
- B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** Building A-20 was originally built in 1945. Originally used as a Carpentry Shop by the Navy, Building A-20 has also been used as an Ordinance Operator Building and Stripping Joiner Shop. A sawdust collection system was installed in 1975 and some seismic foundation work was done in 1985. The date of the construction of the addition on the north elevation of the building is not known. Inside Building A-20, there are still remnants of the woodworking equipment and the office space in the north elevation still has some desks and file cabinets. No other significant modifications are known. No other information on alterations to Building A-20 is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** None

B9a. Architect: U.S. Navy Bureau of Yards and Docks

b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War
Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District

Applicable Criteria: N/A

Building A-20 was built in 1945. The essential mission of Naval Weapons Station, Concord, has been "to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material" since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Building A-20 was originally recorded and evaluated by William Self Associates in 1992 and was found not eligible under National Register criteria A through D because it did not meet the thresholds for significance at that time. Further, the 1998 evaluation by JRP Historical Consulting Services of the overall installation concluded that in the larger context of the Navy's Cold War efforts that MOTCO's "logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends" and that the installation's resources "are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities," that they "do not represent character-defining contributions to the Cold War period at either the local, state or national level," and that many of the structures did not retain integrity. These earlier evaluations are affirmed below, still valid since the role of MOTCO has remained essentially the same since the evaluation in 1992, the role of the this structure is similar to that of the resources described in JRP's 1998 evaluation of the installation, and the structure itself has not changed to one of greater significance since the evaluation in 1998.

Building A-20 has been re-examined to consider the context of the role it may have played in World War II and the Cold War, as well as the passage of time since its previous evaluation in 1992 and has been found not eligible under Criteria A through D. Although Building A-20 is associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and it played only a supporting role in the storage and shipment of munitions for the Pacific Naval Fleet. The building also does not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association with significant events contributing to broad patterns in American history. The building has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to its common construction as a utilitarian military structure, the building is not likely to yield information of importance to history beyond this recordation (Criterion D). For the

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 7

*NRHP Status Code

*Resource Name or # Building A-20

reasons listed above under Criterion A-D, Building A-20 has served as a supporting facility for MOTCO and does not have a direct connection with important historic events, people, architecture, or as a source of information.

Additionally, other than integrity of location, Building A-20 does not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Building A-20 has been condemned by the Army and is abandoned.

B11. Additional Resource Attributes: HP34 (Military Property)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

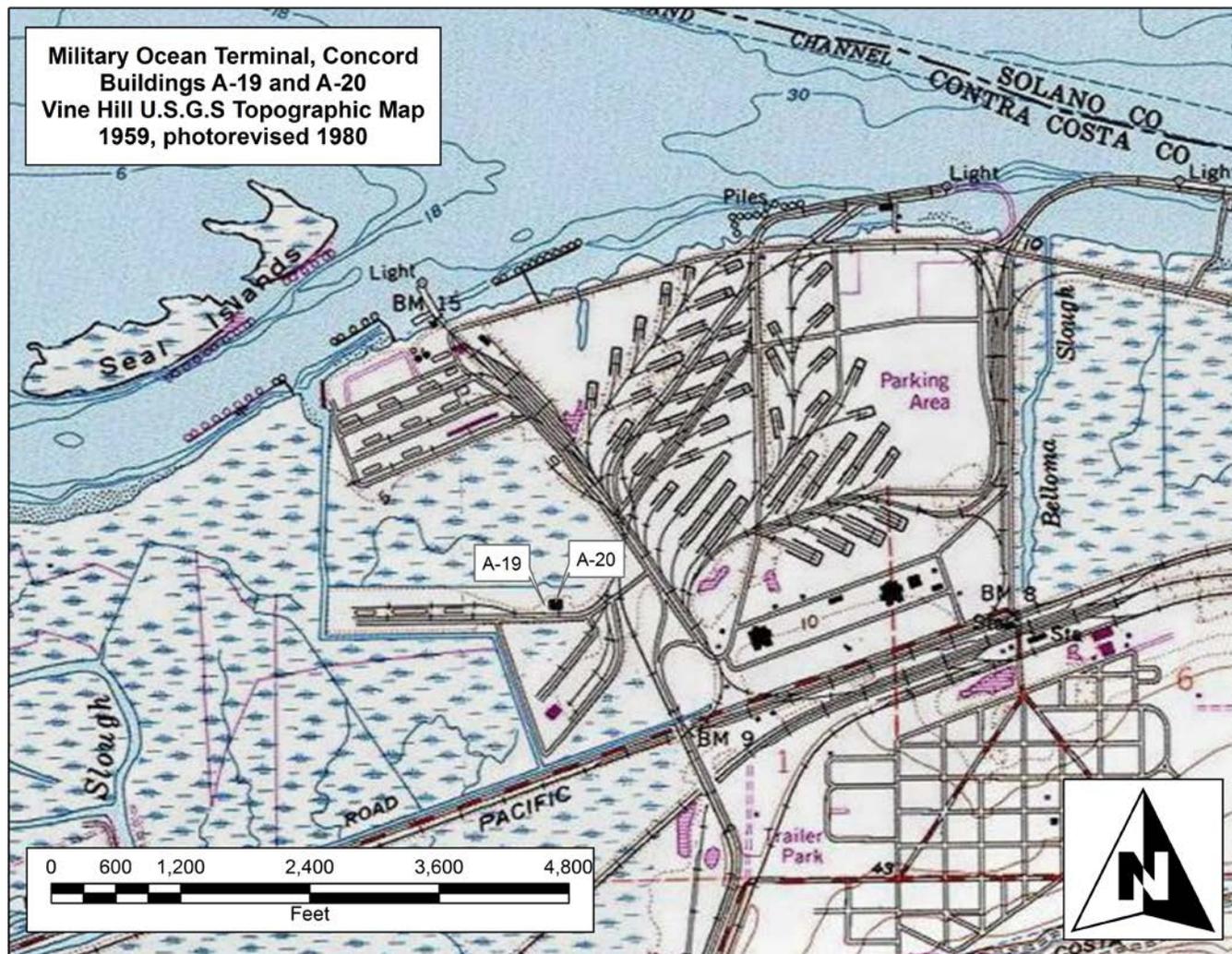
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

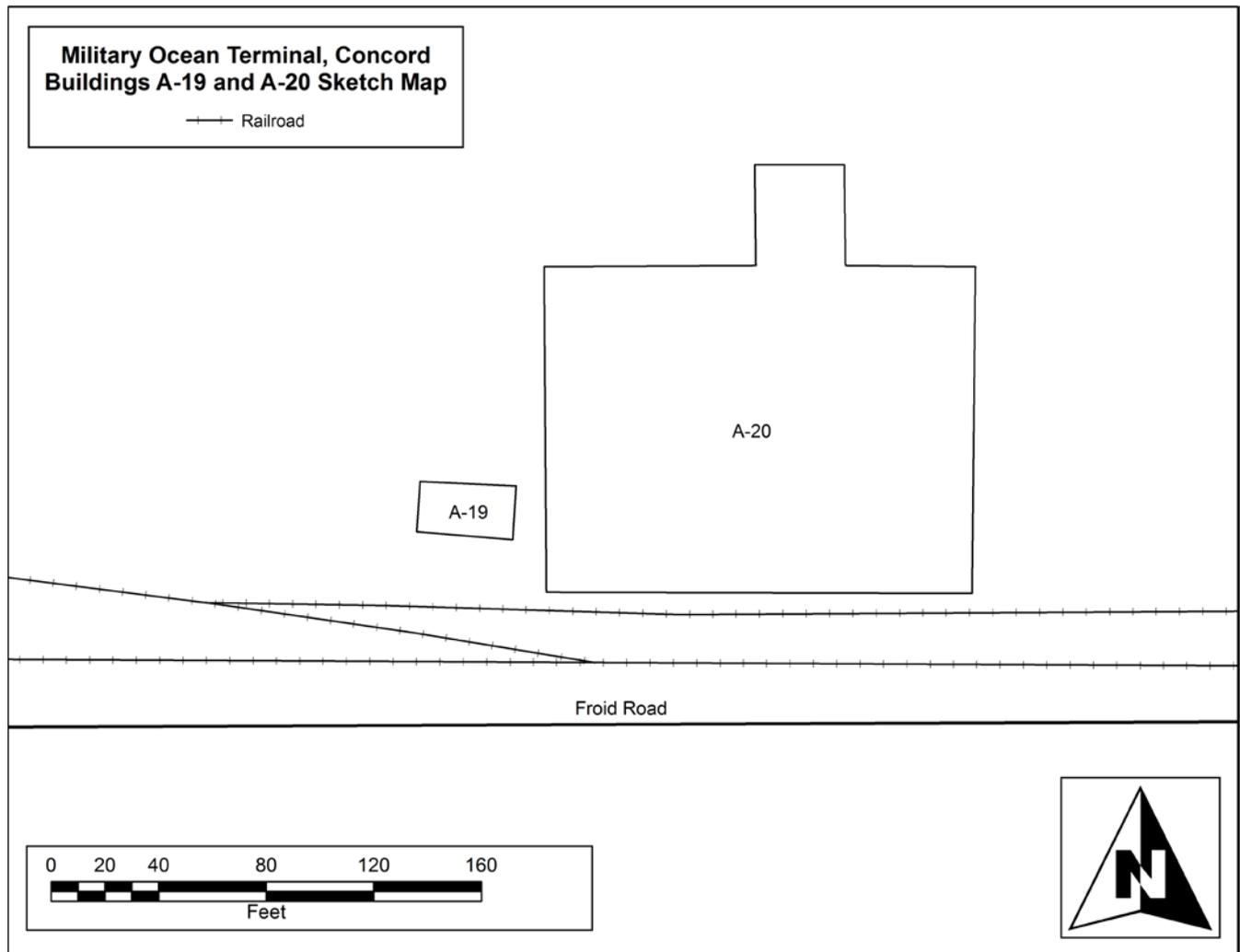
William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

B13. Remarks: The Army has proposed demolition of Building A-20.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/11/14





NOTE: Include bar scale and north arrow.



Photo 1: North view of A-20 south elevation. Note replacement rolling metal doors, concrete platform and railroad tracks in the foreground.



Photo 2: West view of east elevation of A-20, note hopper added to roof.



Photo 3: West view of A-20 east and north elevations. Note addition on the right, added to the north elevation.



Photo 4: Wood floor inside A-20.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

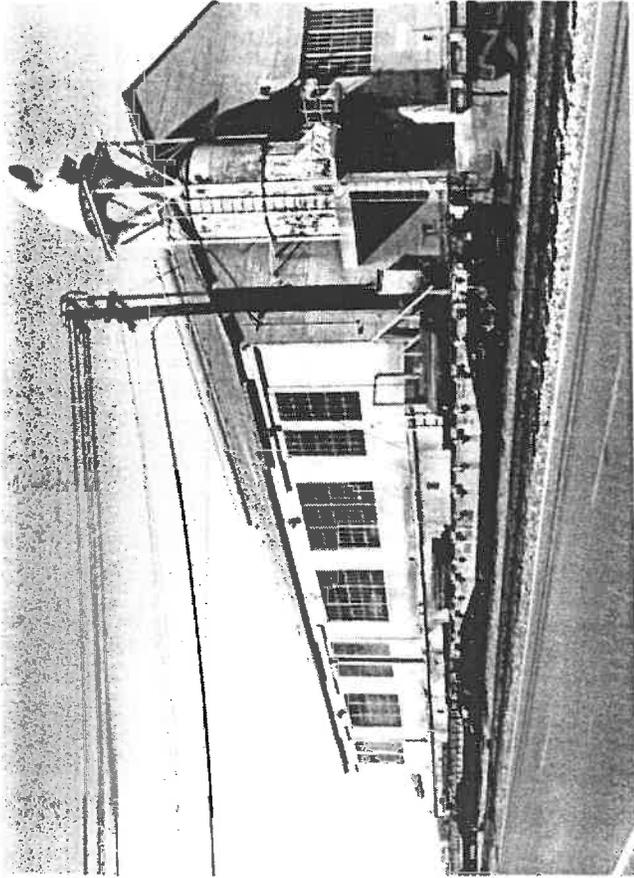
IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: A20.
3. Number & Street: Froid Road City: Concord
Cross Street: Rhodes Road Zip: County: Contra Costa.
4. UTM Zone: 11 A: N4211430m/E584720m B:
C: D:
5. Quad Map No. 4824 Parcel No.:

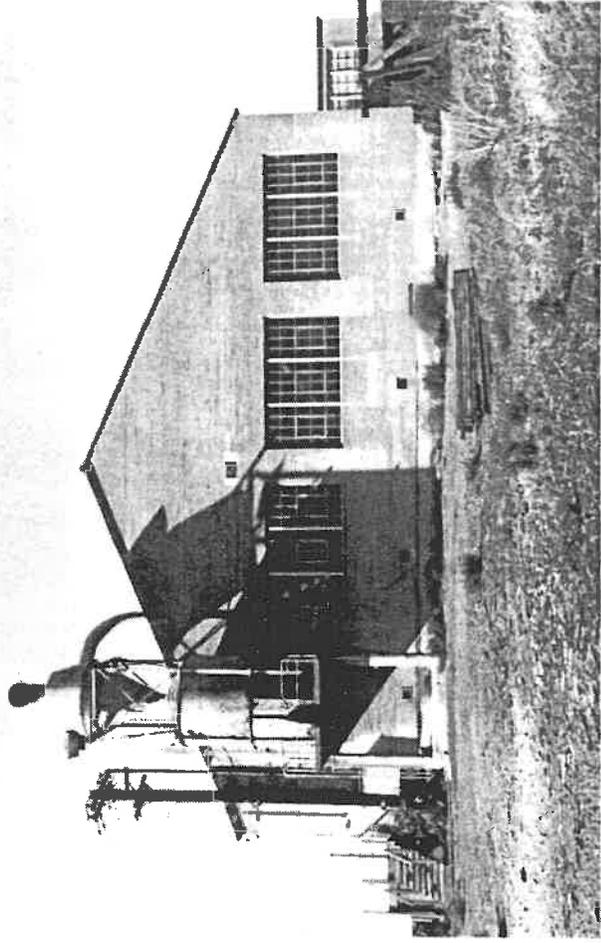
DESCRIPTION

6. Property Category: Structure Number of Documented Resources: 1
7. Existing Physical Appearance of Property: One story rectangle cast-in-place enclosed concrete structure with a raised wood floor. Corrugated gable roof on metal structure with continuous ridge vent and no overhang. Large door and window openings on all sides with minimal modifications. Metal sash and frames appear to be original. The walls are painted concrete with a horizontal wood form pattern. A small flat roof, raised floor, concrete addition has been constructed on the north side. Building is 10,452 square feet in size.
8. Planning Agency: WESTNAVFACENGCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Ordnance Operator Building
12. Zoning:
13. Threats: None

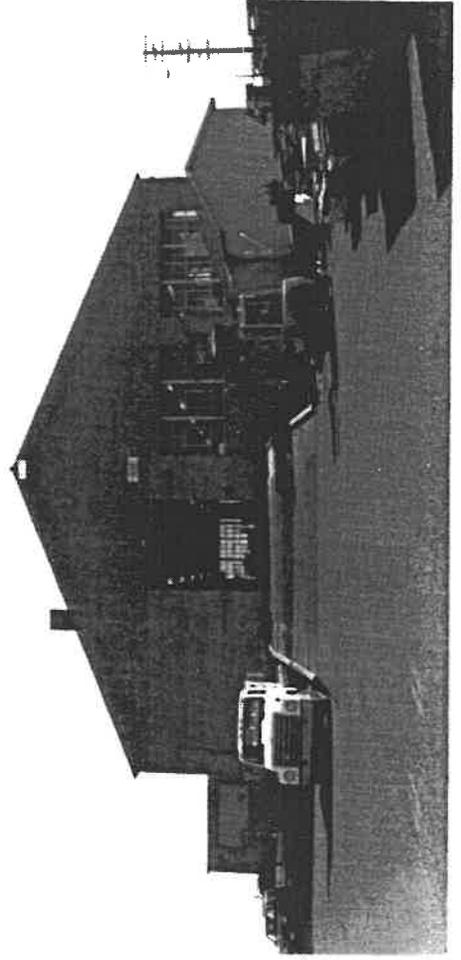
PHOTOGRAPHS ATTACHED



RESOURCE A-20 SIDE VIEW LOOKING ACROSS FROID ROAD



RESOURCE A-20 END VIEW LOOKING WESTERLY ALONG FROID ROAD



RESOURCE A-20 FRONT LOOKING EASTERLY FROM STORAGE LOT

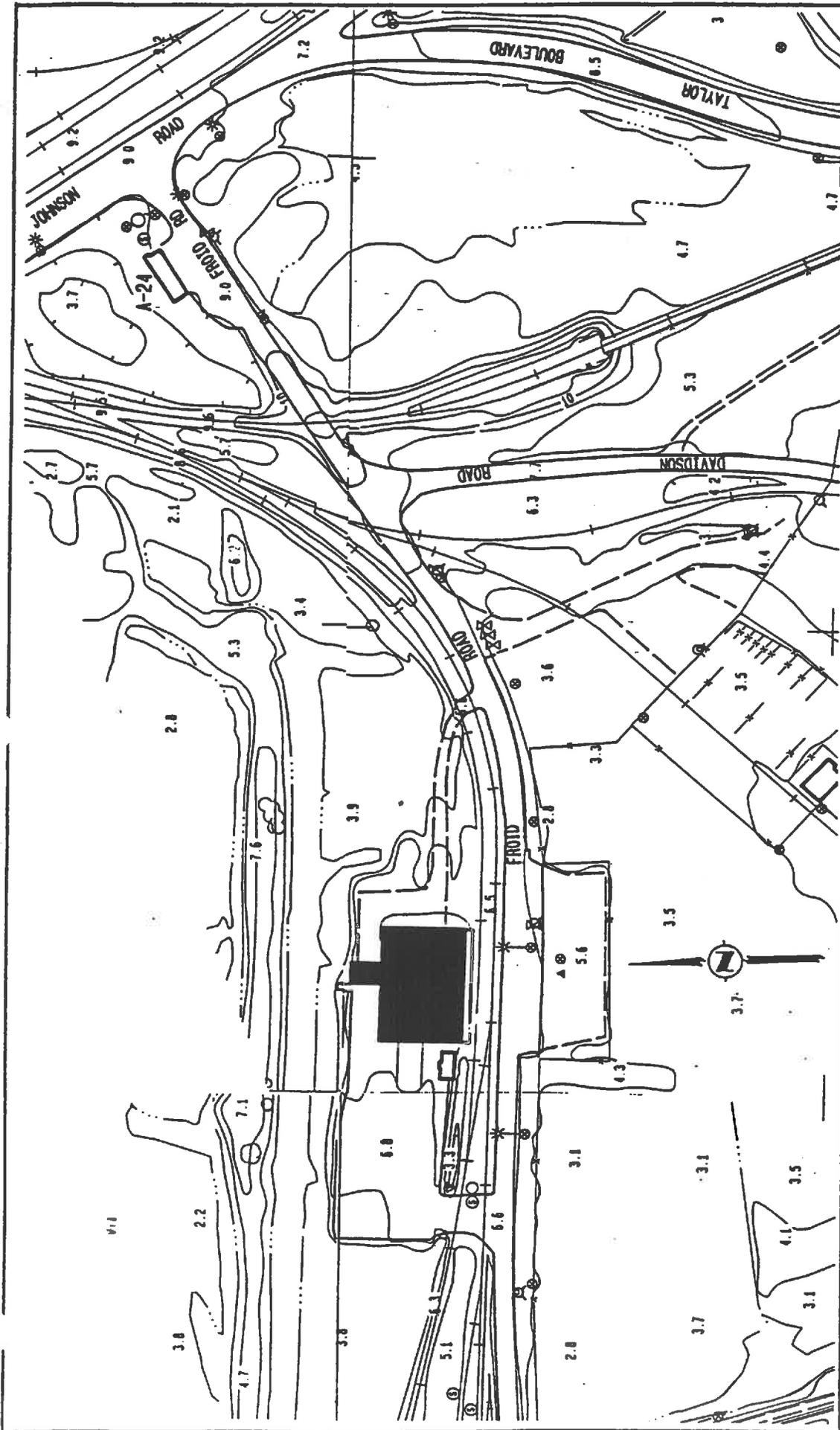
HISTORICAL INFORMATION

14. Construction Date(s): 1945 F Original Location: Same Date Moved: N/A .
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

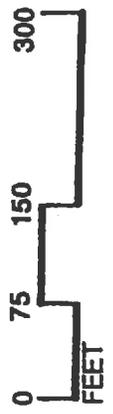
SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945 .
Property Type: Structure . Context Formally Developed: Yes.
19. Property's Importance Within Context: The structure identified on this form does not meet National Register eligibility criteria b through d because: it is not associated with persons significant in history; it does not embody distinctive characteristics of a type or period important in history, is not the work of a master and does not possess high artistic value; and, it will not yield information of importance to history beyond that gathered during the inventory process. Nor does the structure meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structure is non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: N/A.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates, P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED



HISTORIC RESOURCES
 SITE MAP
**NAVAL WEAPONS
 STATION CONCORD**
A-20



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: Building A-24

P1. Other Identifier: Railroad Tower

***P2. Location:** Not for Publication Unrestricted

***a. County:**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA

City: Concord

Zip: 94520

d. UTM: Zone: 10; 0584843 mE/ 4211714 mN

e. Other Locational Data: From the entrance of MOTCO, the building can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Road, veering left on the road in a northerly direction. Taylor Boulevard turns into Johnson Road, turn left on Froid Road and follow the paved road. Building A-24 is immediately on the right, at the intersection of Froid Road and Johnson Road.

***P3a. Description:** Building A-24 is a three-story square wood frame enclosed structure with exterior stairs. There is a flat built-up roof on the wood structure with a consistent overhang. Door and window openings, with modifications, occur on all sides of each floor. All the original wood sash and frames have been replaced with aluminum. Several of the windows have been modified with installation of air conditioning units. The walls are horizontal painted wood siding. A one-story wood frame shed roof addition has been constructed on the west side. The original portion of the building is on a concrete raised platform and the addition has a foundation of wood pilings. Other additions/modifications include satellite dishes, antenna, gutters, and exterior electrical wiring. The roof has composite shingles and exterior concrete steps have been added to the original building and the addition. Building A-24 is 1,568 square feet in size and has been used as a railroad observation tower. Railroad tracks leading to the tidal and inland areas are located immediately east of Johnson Road, visible from the higher elevation of Building A-24. Building A-24 is currently condemned and abandoned.

***P3b. Resource Attributes:** HP34 (Military Property)



***P4. Resources Present:**

Building Structure
 Object Site District
 Element of District Other (Isolates, etc.)

P5b. Description of Photo: Northwest, 4/23/14, South elevation

***P6. Date Constructed/Age and**

Sources: 1945 Historic
 Prehistoric Both

***P7. Owner and Address:**

U.S. Army

***P8. Recorded by:** Melissa Montag, M.A. U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P9. Date Recorded:** 6/17/14

***P10. Survey Type:** Site specific survey/historic recordation

***P11. Report Citation:** None

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building A-24

- B1. Historic Name: Railroad Tower
- B2. Common Name: Railroad Tower
- B3. Original Use: Railroad Tower
- B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** Building A-24 was originally built in 1945, likely as a one-story building. The addition of the second and third stories to the main building were added prior to 1992, though an exact date is not known. The addition on the west side of the building was added prior to 1992, though an exact date is not known. Sometime between 1992 and 2014, the exterior ladders on the west side of the building were removed. The interior of Building A-24 appears to have been modified, with interior stairs removed, and partitions for office space and a bathroom added. In comparing photographs of the building from 1992 to the present, no other changes are noted. No other information on alterations to Building A-24 is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** None

B9a. Architect: U.S. Navy Bureau of Yards and Docks

b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War

Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District

Applicable Criteria: N/A

Building A-24 was built in 1945. The essential mission of Naval Weapons Station, Concord, has been "to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material" since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Building A-24 was originally recorded and evaluated by William Self Associates in 1992 and was found not eligible under National Register criteria A through D because it did not meet the thresholds for significance at that time. Further, the 1998 evaluation by JRP Historical Consulting Services of the overall installation concluded that in the larger context of the Navy's Cold War efforts that MOTCO's "logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends" and that the installation's resources "are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities," that they "do not represent character-defining contributions to the Cold War period at either the local, state or national level," and that many of the structures did not retain integrity. These earlier evaluations are affirmed below, still valid since the role of MOTCO has remained essentially the same since the evaluation in 1992, the role of the this structure is similar to that of the resources described in JRP's 1998 evaluation of the installation, and the structure itself has not changed to one of greater significance since the evaluation in 1998.

Building A-24 has been re-examined to consider the context of the role it may have played in World War II and the Cold War, as well as the passage of time since its previous evaluation in 1992 and has been found not eligible under Criteria A through D. Although Building A-24 is associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and it played only a supporting role in the storage and shipment of munitions for the Pacific Naval Fleet. The building also does not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association with significant events contributing to broad patterns in American history. The building has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to its common construction as a utilitarian military structure, the building is not likely to yield information of importance to history beyond this recordation (Criterion D). For the

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 7

*NRHP Status Code

*Resource Name or # Building A-24

reasons listed above under Criterion A-D, Building A-24 has served as a supporting facility for MOTCO and does not have a direct connection with important historic events, people, architecture, or as a source of information.

Additionally, other than integrity of location, Building A-24 does not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Building A-24 has been condemned by the Army and is abandoned.

B11. Additional Resource Attributes: HP34 (Military Property)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

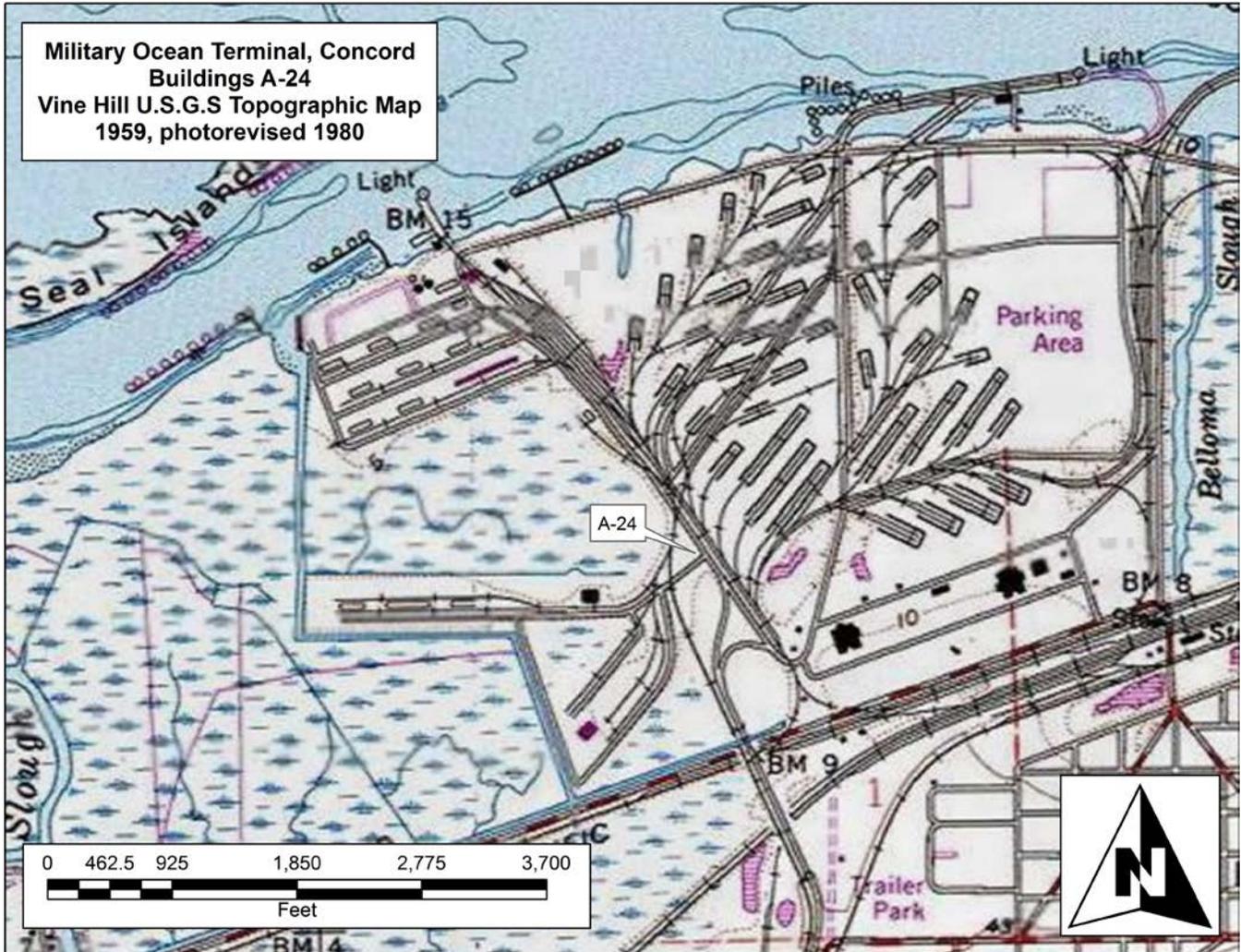
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

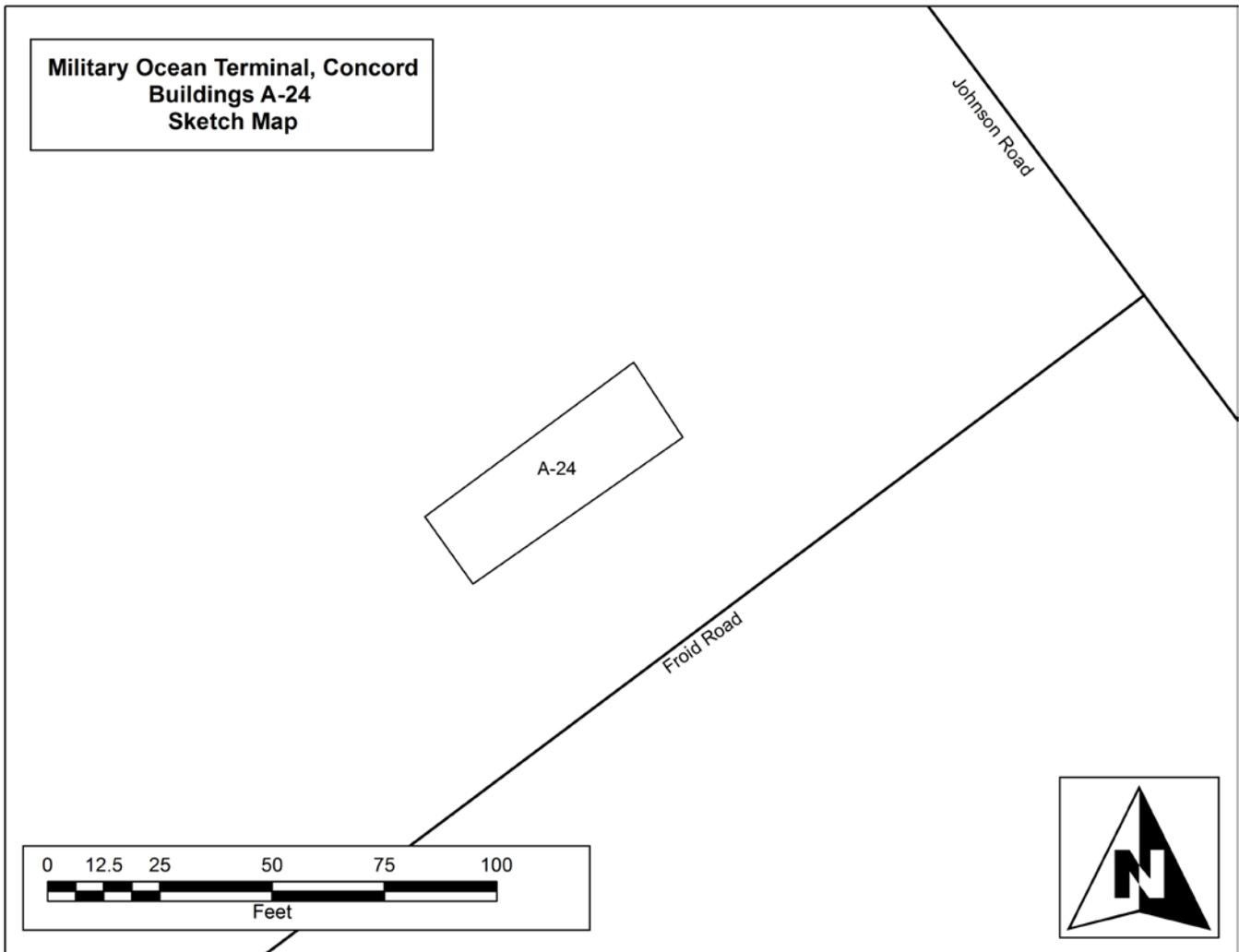
William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

B13. Remarks: The Army has proposed demolition of Building A-24.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/17/14





NOTE: Include bar scale and north arrow.



Photo 1: East view of Building A-24 west elevation and addition.



Photo 2: South view of Building A-24 north elevation.



Photo 3: West view of Building A-24 east elevation. Building A-20 is in the background.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic Name: Railroad Tower.
2. Common Name: A24.
3. Number & Street: Johnson Road City: Concord
Cross Street: Froid Road Zip: _____ County: Contra Costa.
4. UTM Zone: 11 A: N4211500m/E584940m. B: _____
C: _____ D: _____
5. Quad Map No. 4824 Parcel No.: _____

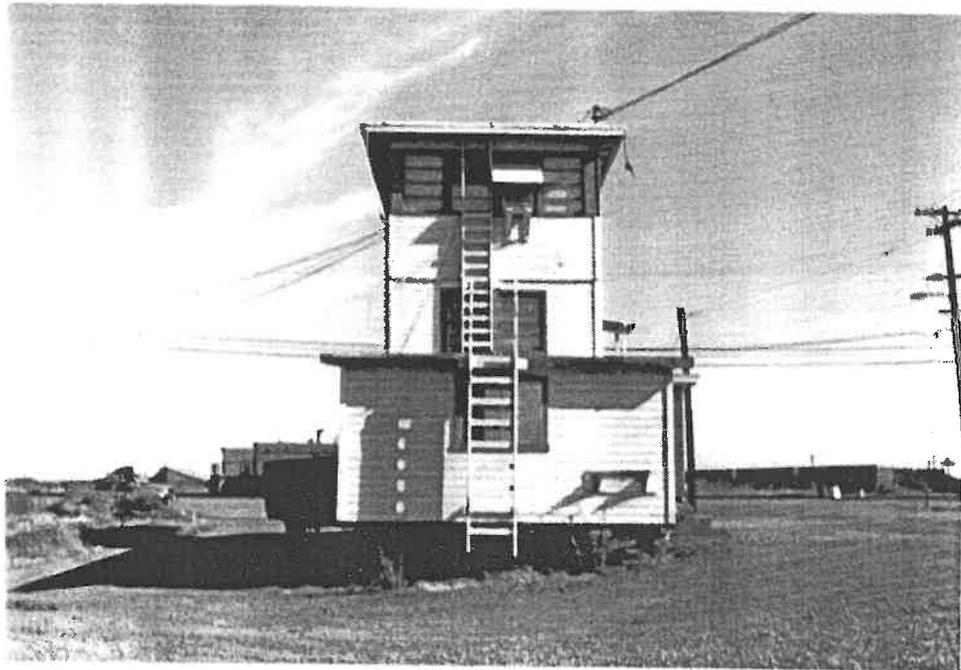
DESCRIPTION

6. Property Category: Structure Number of Documented Resources: 1
7. Existing Physical Appearance of Property: Three story square wood frame enclosed structure with exterior stairs. Flat built-up roof on wood structure with consistent overhang. Door and window openings occur on all sides of each floor with minimal modifications. All the original wood sash and frame has been replaced with aluminum. The walls are horizontal painted wood siding. A one story, wood frame shed roof addition has been constructed on the west side. Building is 1,568 square feet.
8. Planning Agency: WESTNAVFACENGCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Ordinance Operator Building
12. Zoning:
13. Threats: None

PHOTOGRAPHS ATTACHED



RESOURCE A-24 FRONT LOOKING NORTH ACROSS FROID ROAD



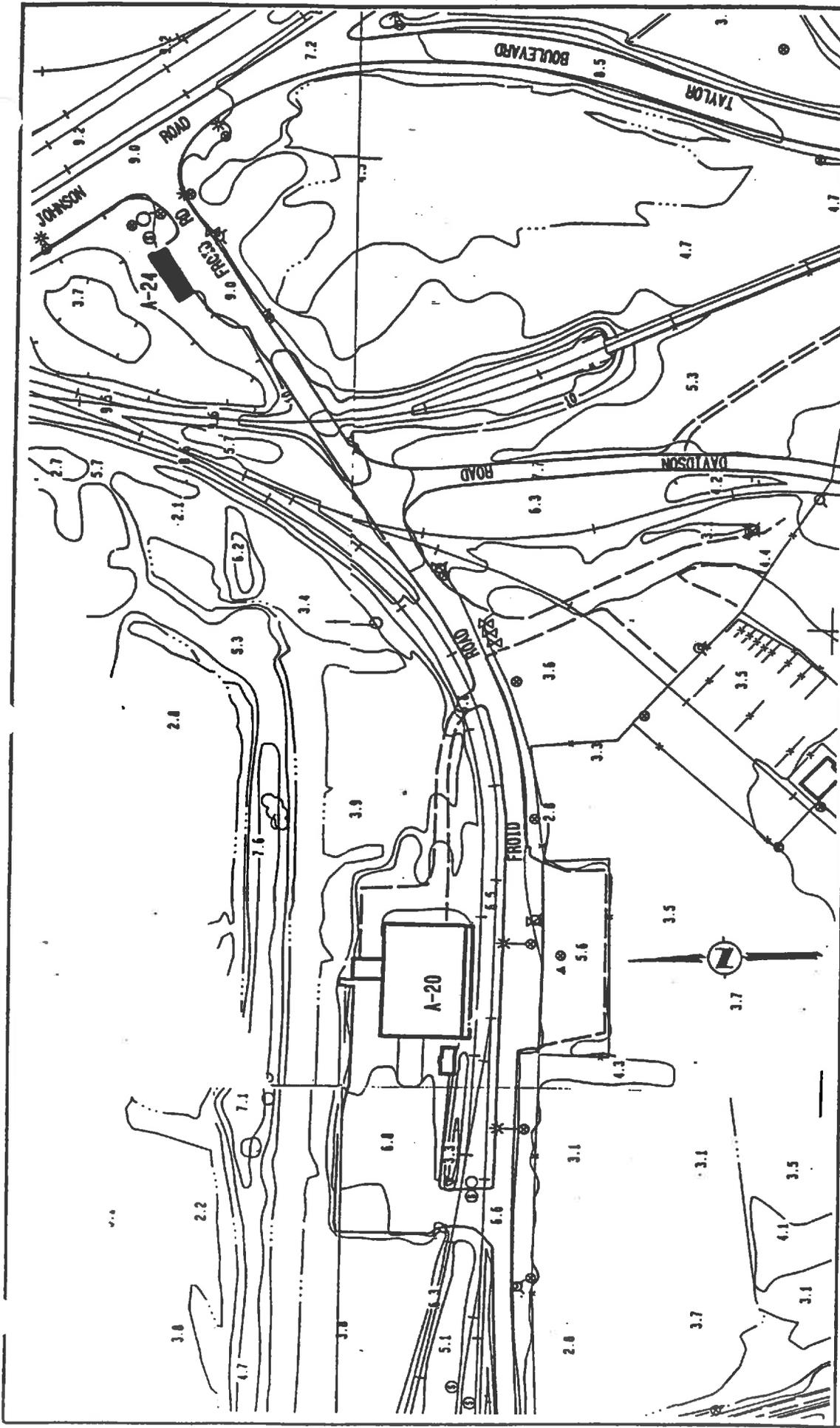
RESOURCE A-24 SIDE LOOKING EASTERLY FROM STORAGE AREA

HISTORICAL INFORMATION

14. Construction Date(s): 1945 F Original Location: Same Date Moved: N/A.
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945.
Property Type: Structure. Context Formally Developed: Yes.
19. Property's Importance Within Context: The structure identified on this form does not meet National Register eligibility criteria b through d because: it is not associated with persons significant in history; it does not embody distinctive characteristics of a type or period important in history, is not the work of a master and does not possess high artistic value; and, it will not yield information of importance to history beyond that gathered during the inventory process. Nor does the structure meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structure is non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: N/A.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates, P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.



HISTORIC RESOURCES
 SITE MAP
 NAVAL WEAPONS
 STATION CONCORD
 A-24

SOURCE: HAMMON, JENSEN, WALLEN & ASSOCIATES, 1985

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 9

*Resource Name or #: Buildings R-1, R-3, R-4

P1. Other Identifier: Ammunition Segregation Buildings

*P2. Location: Not for Publication Unrestricted

*a. County:

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Vine Hill Date: 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA City: Concord Zip: 94520

d. UTM: Zone: 10; 0584301 mE/ 4211616 mN (R-1)

10; 0584148 mE/ 4211614 mN (R-3)

10; 0584046 mE/ 4211613 mN (R-4)

e. Other Locational Data: From the entrance of MOTCO, the buildings can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Boulevard, veering left on the road in a northerly direction. Turn left on Froid Road and follow the paved road, parallel to the railroad tracks, to the end. Buildings R-1, R-3, R-4 (and R-2) are situated in a horizontal west/east layout.

*P3a. Description: R-1, R-3, and R-4 are three similarly structured buildings, though they vary in size. They are one story restangle, cast-in-place concrete enclosed steel structures on raised pier foundations. The buildings all have corrugated transite hipped roofs with a low pitch and approximately 10' to 12' overhangs on all sides. Door and window openings exist on all sides with some modifications. Additions and modifications both internal and external have been made to all the buildings. Building R-1 is 4,200 square feet, Building R-3 is 9,276 square feet, and Building R-4 is 4,200 square feet. The buildings (as well as Building R-2) are connected with a concrete platform on the north, which allows access to the two lines of railroad tracks on either side. Just north and south of the railroad tracks are concrete firewalls, hollow on the inside and observed to be filled with dirt and vegetation overgrowth. The walls are leaning at extreme angles in some cases, threatening to fall over. At the east end of R-1 is a similar concrete wall, forming a north/south barrier on the east end of this collection of buildings and railroad tracks. At two locations between R-4 and R-3, and between R-3 and R-2 are a single rectangular shaped concrete structure, most likely a firewall. The concrete walls are slabs, connected by metal bolts and straps, and they appear to be filled with dirt and vegetation overgrowth, most likely they served as a protective barrier between the buildings in the event of an explosion of ordnance. Most likely the other firewalls surrounding the buildings served the same purpose. A modern metal platform has been installed between R-2 and R-3. All buildings exhibited moderate to extreme signs of deterioration. Rust, peeling paint, pest infestation, bullet holes in windows, portions of the roofs missing, cracked concrete, and growth of lichen on some building surfaces is evidence of the abandonment of the buildings. Buildings R-1, R-3, and R-4 were used to "segregate" ammunition brought to the installation during World War II and the Cold War, processing and separating the ammunition upon arrival for later redistribution. The buildings are currently condemned and abandoned.

*P3b. Resource Attributes: HP34 (Military Property), HP18 (Train), HP46 (Walls/gates/fences)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo:
 Southwest overview R-1-R-4,
 4/18/14



*P6. Date Constructed/Age and

Sources: 1944 Historic
 Prehistoric Both

*P7. Owner and Address:
 U.S. Army

*P8. Recorded by: Melissa Montag, M.A. U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P9. Date Recorded: 6/10/14

*P10. Survey Type: Site specific survey/historic recordation

*P11. Report Citation: None

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

intelligence, etc. that might elevate them to direct association with significant events contributing to broad patterns in American history. The buildings have also not demonstrated direct association with significant persons in American history (Criterion B) and they do not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to their common construction as utilitarian military structures, the buildings are not likely to yield information of importance to history beyond this recordation (Criterion D). There are several nearby structures associated with the buildings. These include firewalls surrounding the buildings on the north, east, and south sides, rectangular firewall structures between several of the buildings, a concrete connecting platform, railroad tracks, and a modern metal platform. As associated structures to the role the buildings played to support the mission of the installation, these structures are not individually significant. Since Buildings R-1, R-3, and R-4 are not eligible for listing in the National Register because they do not exhibit a direct connection to World War II and the Cold War, neither are these contributing structures eligible.

Additionally, other than integrity of location, Buildings R-1, R-3, and R-4 do not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Due to the presence of hazardous materials Buildings R-1, R-3, and R-4 have been condemned by the Army and are abandoned.

B11. Additional Resource Attributes: HP34 (Military Property), HP18 (Train), HP46 (Walls/gates/fences)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

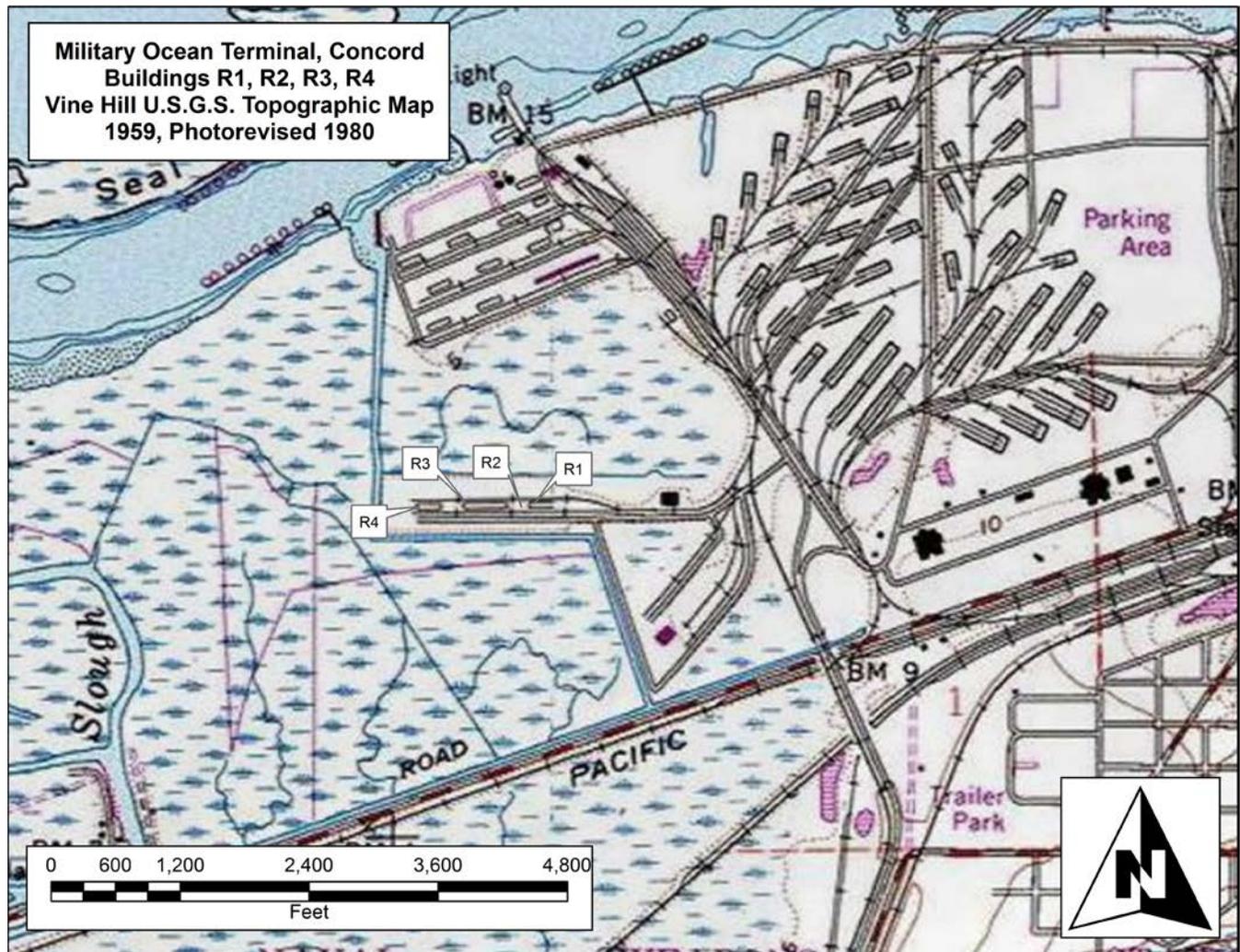
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

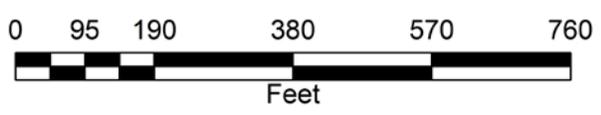
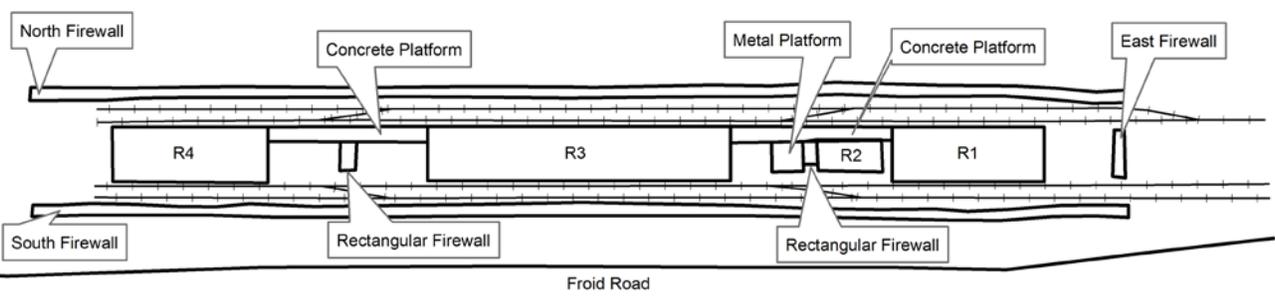
B13. Remarks: The Army has proposed demolition of Buildings R-1, R-3, and R-4.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/10/14



**Military Ocean Terminal, Concord
R1, R2, R3, R4 Sketch Map**
--- Railroad



NOTE: Include bar scale and north arrow.



Photo 1: Southeast view of R1 North elevation.



Photo 2: East view of metal platform between R2 and R3.



Photo 3: View west of R-3 east elevation, including wood shed addition.



Photo 4: East view of R-3 west elevation with metal shed addition.



Photo 5: Southwest view of rectangular concrete firewall structure between R-3 and R-4.



Photo 6: R-3 interior, including modifications for office space.



Photo 7: Northwest view of R-4 south elevation.



Photo 8: East view of R-4 west elevation.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

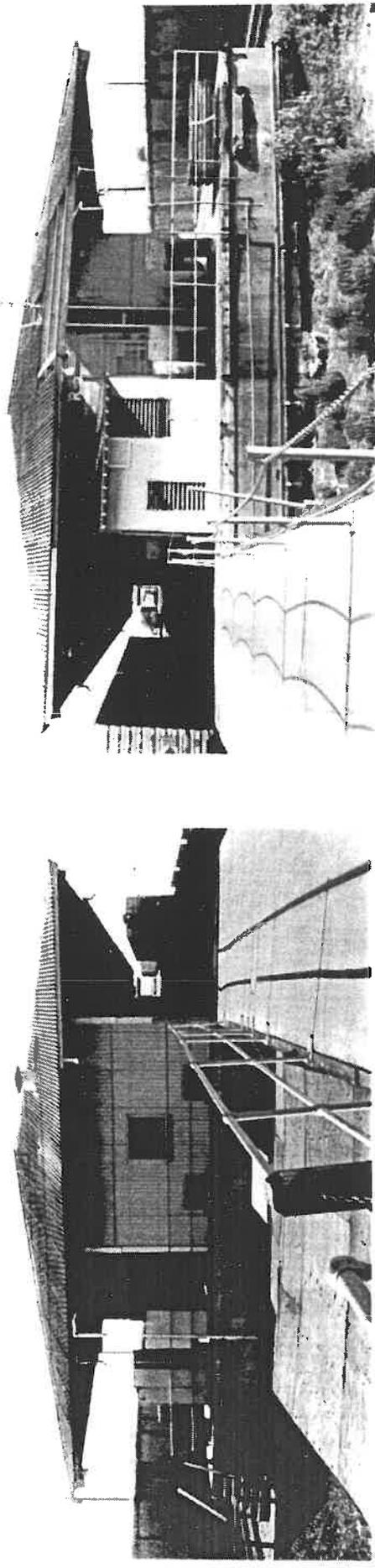
IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: R1, R3, R4.
3. Number & Street: Johnson Road City: Concord
Cross Street: Rhodes Road Zip: _____ County: Contra Costa.
4. UTM Zone: 11 A: N4211480m/E584140m B: N4211460m/E584520m
C: N4211380/E584520m D: n4211380m/E584140m
5. Quad Map No. 4824 Parcel No.: _____

DESCRIPTION

6. Property Category: District Number of Documented Resources: 3
7. Existing Physical Appearance of Property: One story rectangle cast-in-place concrete enclosed structure on raised pier foundations. Corrugated Hip-roof on steel structure with 10' - 12' overhangs on all sides. Door and window openings on all sides with some modification. Existing metal sash throughout. Windows are in the process of being reglazed. The walls are painted concrete with a horizontal wood frame pattern. Minor additions and modifications have been made to the exterior of all buildings. Building R1 is 4,260 square feet; building R3 is 9,276 square feet; building R4 is 4,200 square feet.
8. Planning Agency: WESTNAVFACENGCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Ammunition Rework and Overhaul Buildings
12. Zoning: _____
13. Threats: None

PHOTOGRAPHS ATTACHED



REPRESENTATIVE RESOURCES FOR R-1, R-3 & R-4 LOOKING EAST & WEST ACROSS DOCK AREA



REPRESENTATIVE RESOURCE FOR R-1, R-3 & R-4 LOOKING ACROSS DOCK AREA AND ROOF STRUCTURE

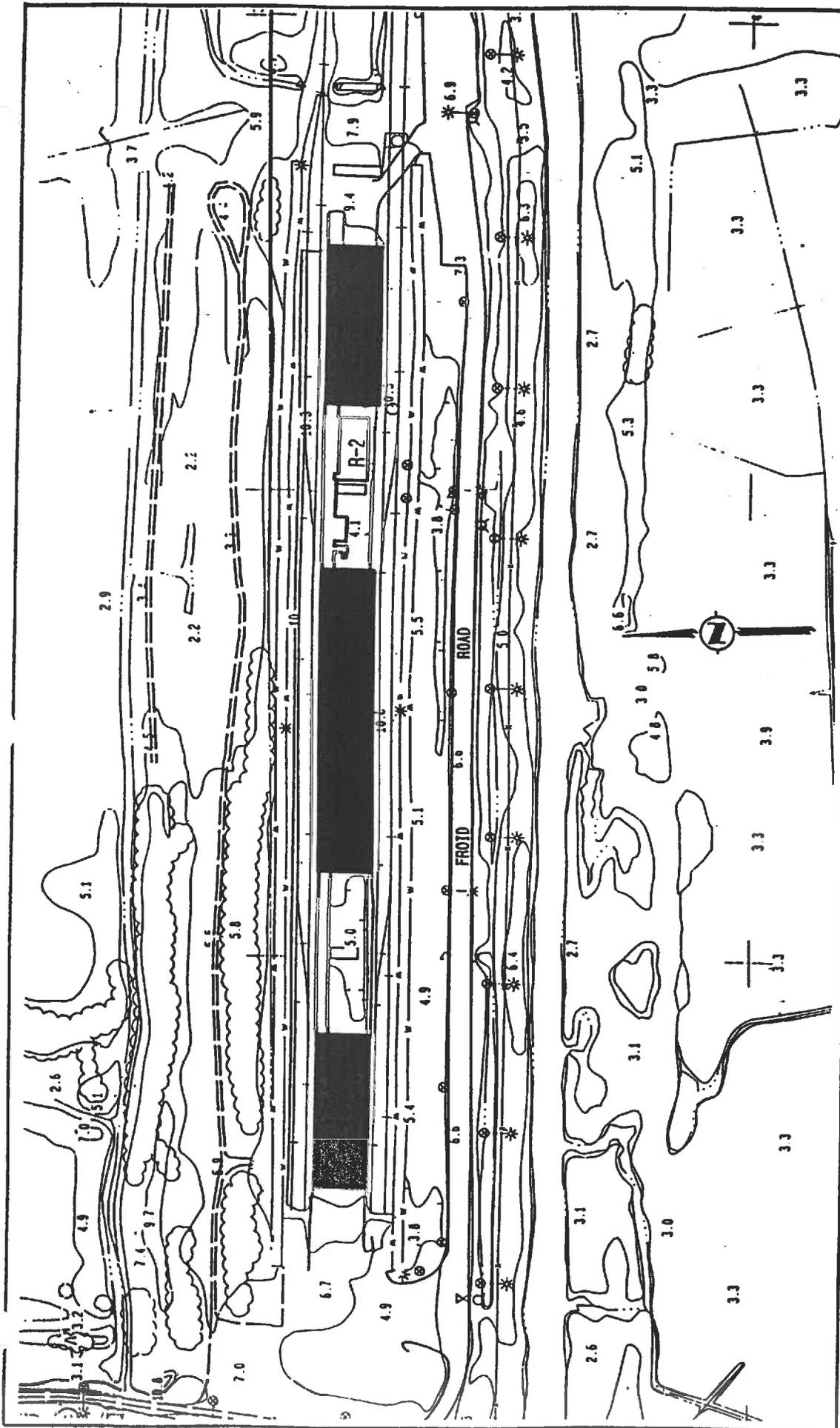
HISTORICAL INFORMATION

14. Construction Date(s): 1944 F Original Location: Same Date Moved: N/A.
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945.
Property Type: District. Context Formally Developed: Yes.
19. Property's Importance Within Context: The structures identified on this form do not meet National Register eligibility criteria b through d because: they are not associated with persons significant in history; they do not embody distinctive characteristics of a type or period important in history, are not the work of a master and do not possess high artistic value; and, they will not yield information of importance to history beyond that gathered during the inventory process. Nor do the structures meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structures are non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: N/A.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates
P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED



**HISTORIC RESOURCES
SITE MAP
NAVAL WEAPONS
STATION CONCORD
R-1, 3 & 4**



SOURCE: HAMMON, JENSEN, WALLEN & ASSOCIATES, 1985

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: Building R-2

P1. Other Identifier: Ordnance Operator Building

***P2. Location:** Not for Publication Unrestricted

***a. County:**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill **Date:** 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA

City: Concord

Zip: 94520

d. UTM: Zone: 10; 0584277 mE/ 4211611 mN

e. Other Locational Data: From the entrance of MOTCO, the building can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Boulevard, veering left on the road in a northerly direction. Turn left on Froid Road and follow the paved road, parallel to the railroad tracks, to the end. Building R-2 is located between Buildings R-1 and R-3 in a horizontal west/east layout.

***P3a. Description:** R-2 is a one-story rectangle, cast-in-place concrete enclosed structures on a raised pier foundation. The roof is flat with small overhangs. There are doors on the north side only, windows on all sides with many major modifications to both. A concrete block and wood frame closet has been added to the northwest corner of the building. On the north side of the building two large warehouse-type bay openings have been filled in with concrete block and windows have been inset into the concrete block. Windows on all sides have been replaced with plastic panes and are mostly screwed shut. Windows are a mixture of rectangular shaped, multi pane, and awning style windows. The interior of Building R-2 has been modified for office space with plumbing and electricity added to the building. The roof shows signs of dry rot, exposed metal surfaces are rusted, and there is evidence of pest infestation and weathering from the elements. Installation records show that Building R-2 has been used as a Battery Shop, possibly to support the Ammunition Segregation buildings (R-1, R-3, and R-4) located nearby, as well as an office and lunchroom. Building R-2 is 1,690 square feet in size. Building R-2 is currently condemned and abandoned.

***P3b. Resource Attributes:** HP34 (Military Property)

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: Southeast, 4/18/14

***P6. Date Constructed/Age and**

Sources: 1944 Historic

Prehistoric Both

***P7. Owner and Address:**

U.S. Army

***P8. Recorded by:** Melissa Montag, M.A. U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***P9. Date Recorded:** 6/10/14

***P10. Survey Type:** Site specific survey/historic recordation

***P11. Report Citation:** None

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building R-2

- B1. Historic Name: Ammunition Segregation Buildings
B2. Common Name: Ammunition Segregation Buildings
B3. Original Use: Ammunition Segregation Buildings B4. Present Use: None, abandoned

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** Building R-2 was originally built in 1944. Several alterations and additions are noted: A concrete block ad wood frame addition has been placed at the northwest corner of the building. The two large warehouse bays on the north side of the building have been filled in with concrete block and two windows were added sometime prior to 1992. Most of the window glass has been replaced with plastic panes. The interior of R-2 has been modified for use as an office space, including plumbing and electrical improvements. The exterior concrete walls were painted gray sometime between 1992 and the present. No other information on alterations to Building R-2 is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** Building R-2 is located between Buildings R-1 and R-3. There are two sets of parallel railroad tracks on the north and south sides of the building. On the north side there is an attached concrete platform that connects R-1, R-2, R-3, and R-4, while also providing access to rail cars that may have been pulled onto the tracks. There are concrete firewalls along the entire length of the buildings outside of the railroad tracks, as well as rectangular structures between R-4 and R-3, and R-3 and R-2, all of which are filled with dirt and likely served as a protective barrier between these buildings and the rest of the installation in the event of explosion from the ammunition being treated in these buildings. A modern metal platform has been installed between R-2 and R-3. On the east side of Building R-2 a metal frame has been attached to the building, connecting to Building R-1, though the supporting platform is missing.

B9a. Architect: U.S. Navy Bureau of Yards and Docks b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War
Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District **Applicable Criteria:** N/A

The essential mission of Naval Weapons Station, Concord, has been "to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material" since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Building R-2 was originally recorded and evaluated by William Self Associates in 1992 and was found not eligible under National Register criteria A through D because it did not meet the thresholds for significance at that time. Further, the 1998 evaluation by JRP Historical Consulting Services of the overall installation concluded that in the larger context of the Navy's Cold War efforts that MOTCO's "logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends" and that the installation's resources "are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities," that they "do not represent character-defining contributions to the Cold War period at either the local, state or national level," and that many of the structures did not retain integrity. These earlier evaluations are affirmed below, still valid since the role of MOTCO has remained essentially the same since the evaluation in 1992, the role of the this structure is similar to that of the resources described in JRP's 1998 evaluation of the installation, and the structure itself has not changed to one of greater significance since the evaluation in 1998.

Building R-2 has been re-examined to consider the context of the role it may have played in World Was II and the Cold War, as well as the passage of time since its previous evaluation in 1992 and has been found not eligible under Criteria A through D. Although Building R-2 is associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and it played only a supporting role in the storage and shipment of munitions for the Pacific Naval Fleet. The building also does not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate it to direct association

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Building R-2

with significant events contributing to broad patterns in American history. The building has also not demonstrated direct association with significant persons in American history (Criterion B) and it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to its common construction as a utilitarian military structure, the building is not likely to yield information of importance to history beyond this recordation (Criterion D). There are several nearby structures associated with the buildings. These include Buildings R-1, R-3, and R-4, firewalls surrounding the buildings on the north, east, and south sides, rectangular firewall structures between several of the buildings, a concrete connecting platform, railroad tracks, and a modern metal platform. As associated structures to the role the buildings played to support the mission of the installation, these structures are not individually significant. Buildings R-1, R-3, and R-4 have been determined not eligible for listing in the National Register as part of this current recordation and evaluation effort. Since Building R-1, R-2, R-3, and R-4 are not eligible for listing in the National Register because they do not exhibit a direct connection to World War II and the Cold War, neither are these contributing structures eligible.

Additionally, other than integrity of location, Building R-2 does not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP. Due to the presence of hazardous materials Building R-2 has been condemned by the Army and is abandoned.

B11. Additional Resource Attributes: HP34 (Military Property)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

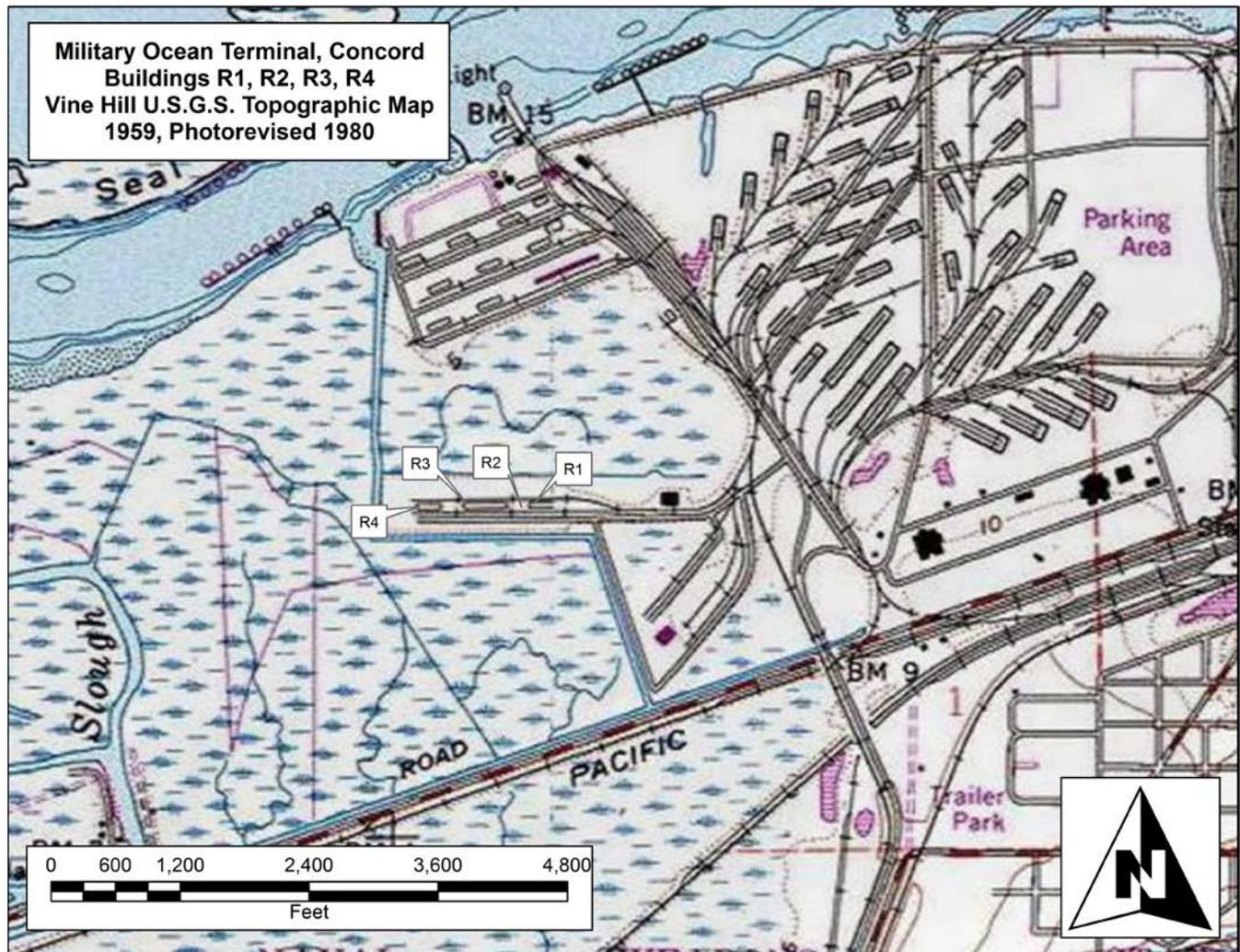
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

B13. Remarks: The Army has proposed demolition of Building R-2.

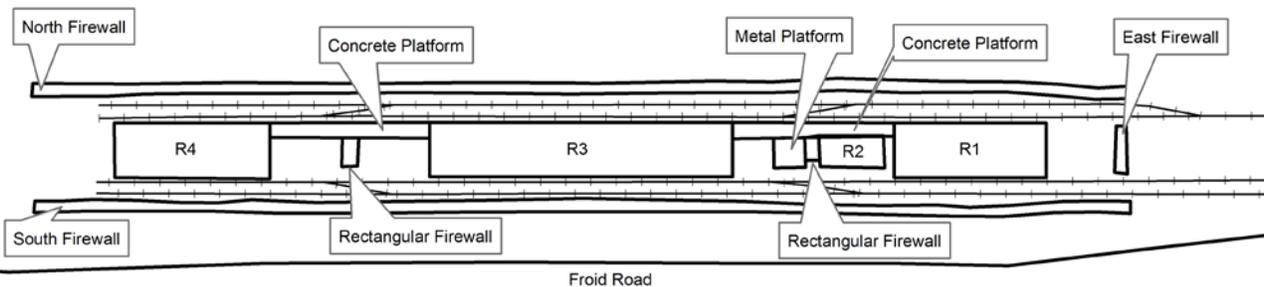
***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/10/14



**Military Ocean Terminal, Concord
R1, R2, R3, R4 Sketch Map**

--- Railroad



NOTE: Include bar scale and north arrow.



Photo 1: West view of R-2 east elevation.



Photo 2: Northwest view of south elevation of R-2.



Photo 3: Southeast view of R-2 west elevation.



Photo 4: Interior R-2, looking south.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: R2.
3. Number & Street: Johnson Road City: Concord
Cross Street: Rhodes Road Zip: County: Contra Costa.
4. UTM Zone: 11 A: N4211410m/E584440m B:
C: D:
5. Quad Map No. 4824 Parcel No.:

DESCRIPTION

6. Property Category: Structure Number of Documented Resources: 1
7. Existing Physical Appearance of Property: One story rectangle cast in place concrete enclosed structure on raised pier foundation. Flat built up roof on concrete structure with small overhangs. Door and window opening on all sides with major modifications. Large warehouse-type openings have been filled in with concrete block and smaller doors and windows. The walls are painted concrete with a horizontal wood form pattern. A concrete block and wood frame addition has been placed at the NW corner. There appear to have been interior modificaitons. Building is 780 square feet in size.
8. Planning Agency: WESTNAVFACENCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Ordinance Operator Building.
12. Zoning:
13. Threats: None

PHOTOGRAPHS ATTACHED



RESOURCE R-2 FRONT LOOKING EASTERLY ACROSS DOCK AREA

HISTORICAL INFORMATION

14. Construction Date(s): 1944 F Original Location: Same Date Moved: N/A .
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945.
Property Type: Structure. Context Formally Developed: Yes.
19. Property's Importance Within Context: The structure identified on this form does not meet National Register eligibility criteria b through d because: it is not associated with persons significant in history; it does not embody distinctive characteristics of a type or period important in history, is not the work of a master and does not possess high artistic value; and, it will not yield information of importance to history beyond that gathered during the inventory process. Nor does the structure meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structure is non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
20. Sources: Records at NWS Concord and WESTNAVFACENGCOM.
21. Applicable National Register Criteria: N/A.
22. Other Recognition: None.
23. Evaluator: Norman H. Dyer, AIA.
24. Survey Type: Visual Inspection.
25. Survey Name: NWS Concord Overview, 1992.
26. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self Associates
P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED

Other Listings
Review Code

Reviewer

Date

Page 1 of 10

*Resource Name or #: Buildings S-41, S-43, S47, S-49, S-53, S-55

P1. Other Identifier: Operational Storage and Public Works Buildings

*P2. Location: Not for Publication Unrestricted

*a. County:

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Vine Hill Date: 1959, Photorevised 1980 T 2N; R 2W; unsectioned

c. Address: Located at Military Ocean Terminal Concord, CA City: Concord Zip: 94520

d. UTM: Zone: 10; 0584175 mE/ 4212052 mN (S-41) 10; 0584062 mE/ 4212086 mN (S-49)

10; 0584061 mE/ 4212005 mN (S-43) 10; 0584101 mE/ 4212190 mN (S-53)

10; 0584172 mE/ 4212134 mN (S-47) 10; 0584062 mE/ 4212086 mN (S-55)

e. Other Locational Data: From the entrance of MOTCO, the buildings can be reached by traveling north on Port Chicago Highway towards the town of Clyde. The Port Chicago Highway has restricted access within the boundaries of MOTCO, but within the installation's boundaries, take the Port Chicago Highway to where it turns to Taylor Boulevard, veering left on the road in a northerly direction towards the Suisun Bay shoreline, continuing on as the road turns to Johnson Road. Turn left on Pickett Road and follow the paved road, parallel to the railroad tracks on the right, to the end. Buildings S-41 and S-43 are situated in a horizontal southwest/northeast layout. From Johnson Road, turn left on Holmes Road and follow the paved road, parallel to the railroad tracks on the right, to the end. Buildings S-47 and S-49 are situated in a horizontal southwest/northeast layout. From Johnson Road, turn left on Wilson Road and follow the paved road, parallel to the railroad tracks on the right, to the end. Buildings S-53 and S-55 are situated in a horizontal southwest/northeast layout.

*P3a. Description: S-41, S-43, S47, S-49, S-53, S-55 are six similarly structured buildings. They are one-story rectangle shaped wood-framed enclosed structures on raised concrete slabs with stem walls. They have almost flat gable built-up roofs on wood structures with constant 2' overhang throughout. Generally, the buildings have minimal door and window openings throughout, with a variety of modifications to the type and size of doors/windows. Wood sash and frames appear to be original where not covered up or broken. Some of the building walls are finished with 4' by 8' pressboard panel over plywood, which may have been original. Some plywood siding has been replaced with asbestos cement flat sheets, painted to match the other buildings. No significant modifications have been made to the buildings beyond the doors and windows, and some interior partitioning of space for storage. The buildings are 10,200 square feet in size. The doors on the buildings are a mix of different sized wood double and sliding doors with metal locks and hinges, with overhead lamps. The windows on the buildings are a mix of wood framed, double and single paned, and double-hung multiple paned windows. Most of the windows are boarded up, any remaining panes have been replaced with plastic. Used for various storage purposes, the buildings all have raised concrete platforms immediately adjacent to railroad tracks that would have transported material to be stored in the buildings. All buildings exhibit moderate to extreme signs of deterioration including rust, peeling paint, pest infestation, broken doors and windows, cracked concrete, and growth of lichen on some building surfaces. The buildings have evidence of remnant storage, including refrigerators, tires, and other miscellaneous trash.



*P3b. Resource Attributes: HP34 (Military Property), HP18 (Train)

*P4. Resources Present: Building
 Structure Object Site
 District Element of District Other

P5b. Description of Photo: Northwest view of Building S-49 south elevation, 4/23/14

*P6. Date Constructed/Age and Sources: 1942-1943 Historic
 Prehistoric Both

*P7. Owner and Address:
U.S. Army

*P8. Recorded by: Melissa Montag, M.A. U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

*P9. Date Recorded: 6/17/14

*P10. Survey Type: Site specific survey/historic recordation

*P11. Report Citation: None

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Buildings S-41, S-43, S47, S-49, S-53, S-55

- B1. Historic Name: Operational Storage and Public Works Buildings
B2. Common Name: Operational Storage and Public Works Buildings
B3. Original Use: Operational Storage and Public Works Buildings B4. Present Use: Storage

*B5. **Architectural Style:** None, military construction.

*B6. **Construction History:** Buildings S-41, S-43, S47, S-49, S-53, S-55 were originally built in 1942 and 1943. Several alterations and additions are noted: S-41: enlarged double doors; S-43: enlarged double sliding door and boarded up windows; S-47: windows have been modified to double-hung, additional double-hung windows added to the north elevation, as well as a single wood door added, overhead lights have been replaced; S-49: windows have been broken and boarded up; S-53: enlarged double doors have been added; S-55: enlarged double doors have been added to the south elevation and double-hung windows have been added. Plywood siding on several of the buildings has been replaced with asbestos cement flat sheets. No other information on alterations to the buildings is available from installation property records.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** There are parallel railroad tracks on the south sides of all the buildings, immediately adjacent to raised concrete platforms attached to all buildings.

B9a. Architect: U.S. Navy Bureau of Yards and Docks

b. Builder: Unknown

*B10. **Significance: Theme:** Development of Navy Bases in San Francisco Area During World War II/Involvement in the Cold War
Area: Naval Weapons Station, Concord [now Military Ocean Terminal, Concord (MOTCO)]

Period of Significance: 1942-1945 (WWII) and 1946-1989 (Cold War)

Property Type: District

Applicable Criteria: N/A

The essential mission of Naval Weapons Station, Concord, has been "to receive, renovate, maintain, store, and issue ammunition, explosives, and technical ordnance material" since establishment in 1942 to the present day, despite operational changes from the Navy to the Army (JRP Historical Consulting Services 1998). Buildings S-41, S-43, S47, S-49, S-53, and S-55 were originally recorded and evaluated by William Self Associates in 1992 and were found not eligible under National Register criteria A through D because they did not meet the thresholds for significance at that time. Further, the 1998 evaluation by JRP Historical Consulting Services of the overall installation concluded that in the larger context of the Navy's Cold War efforts that MOTCO's "logistical support did not make exceptionally significant contributions by direct involvement in nationally important events or trends" and that the installation's resources "are largely utilitarian structures that are relatively common for naval weapons stations and ordnance handling facilities," that they "do not represent character-defining contributions to the Cold War period at either the local, state or national level," and that many of the structures did not retain integrity. These earlier evaluations are affirmed below, still valid since the role of MOTCO has remained essentially the same since the evaluation in 1992, the role of these structures is similar to that of the resources described in JRP's 1998 evaluation of the installation, and the structures themselves have not changed to one of greater significance since the evaluation in 1998.

Buildings S-41, S-43, S47, S-49, S-53, and S-55 have been re-examined to consider the context of the role they may have played in World War II and the Cold War, as well as the passage of time since their previous evaluation in 1992 and have been found not eligible under Criteria A through D. Although Buildings S-41, S-43, S47, S-49, S-53, and S-55 are associated with important events (Criterion A), World War II and the Cold War, there is not a direct connection with the development of U.S. Navy bases in the San Francisco Bay Area during World War II and they played only a supporting role in the storage and shipment of munitions for the Pacific Naval Fleet. The buildings also do not share a direct connection with Cold War themes such as scientific research, material development, air defense, ballistic missile defense, communication, control, and intelligence, etc. that might elevate them to direct association with significant events contributing to broad patterns in American history. The buildings have also not demonstrated direct association with significant persons in American history (Criterion B) and they do not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Due to their common construction as utilitarian military structures, the buildings are not likely to yield information of importance to history beyond this recordation (Criterion D). The

See Location, Sketch Maps and Historic Resources Inventory Forms

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

adjacent railroad tracks are associated with the buildings. As associated structures to the role the buildings played to support the mission of the installation, the railroad tracks are not individually significant. Since Buildings S-41, S-43, S47, S-49, S-53, and S-55 are not eligible for listing in the National Register because they do not exhibit a direct connection to World War II and the Cold War, neither are the railroad tracks eligible.

Additionally, other than integrity of location, Buildings S-41, S-43, S47, S-49, S-53, and S-55 do not possess sufficient integrity of design, setting, materials, workmanship, feeling, and association for consideration for listing in the NRHP.

B11. Additional Resource Attributes: HP34 (Military Property), HP18 (Train)

***B12. References:**

JRP Historical Consulting Services. 1998. "Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach Detachment, Concord, Contra Costa County, California." Prepared for the Department of the Navy.

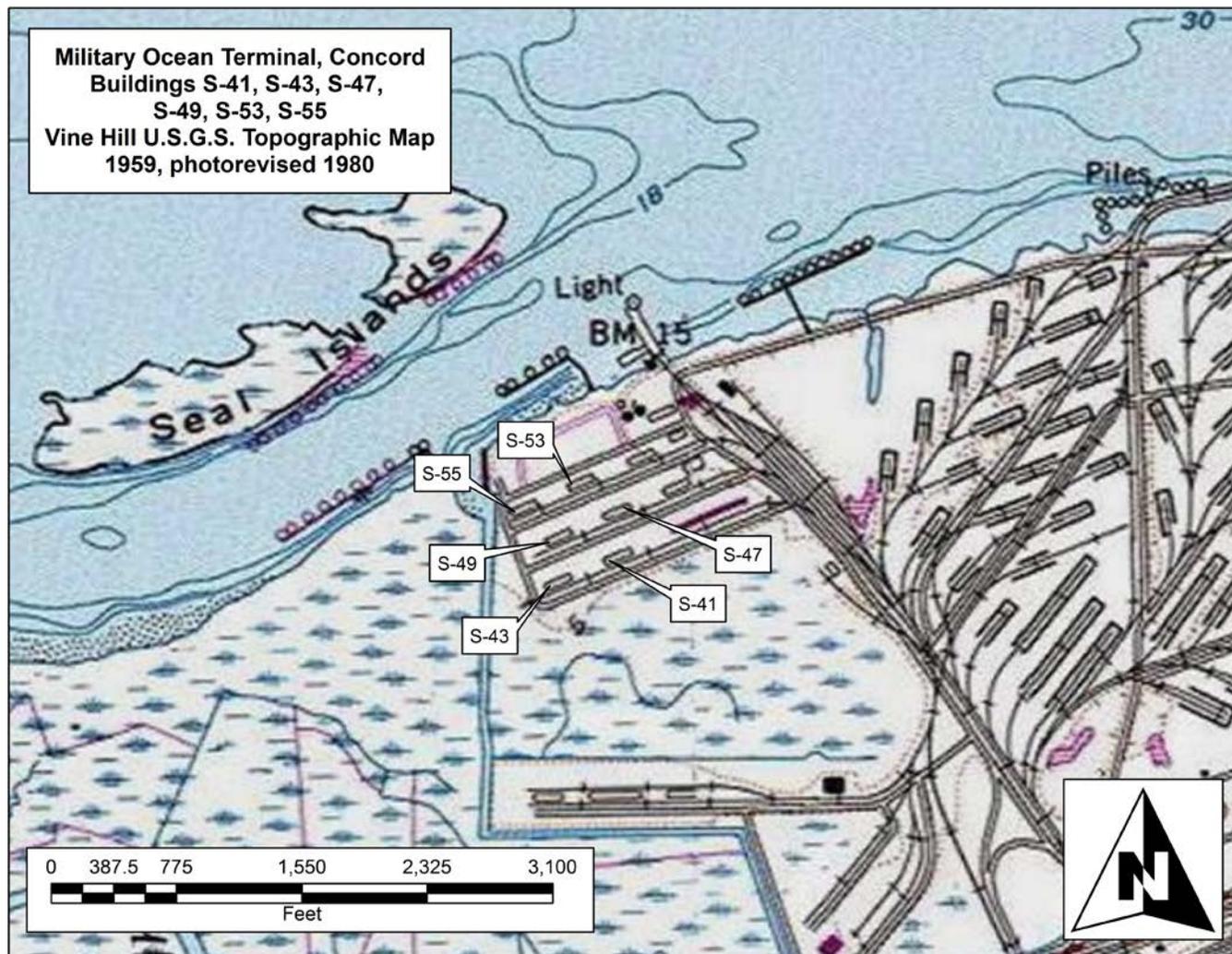
Ramirez, Pamela. 2014. Contractor, Military Ocean Terminal Concord. Email communication. June 10.

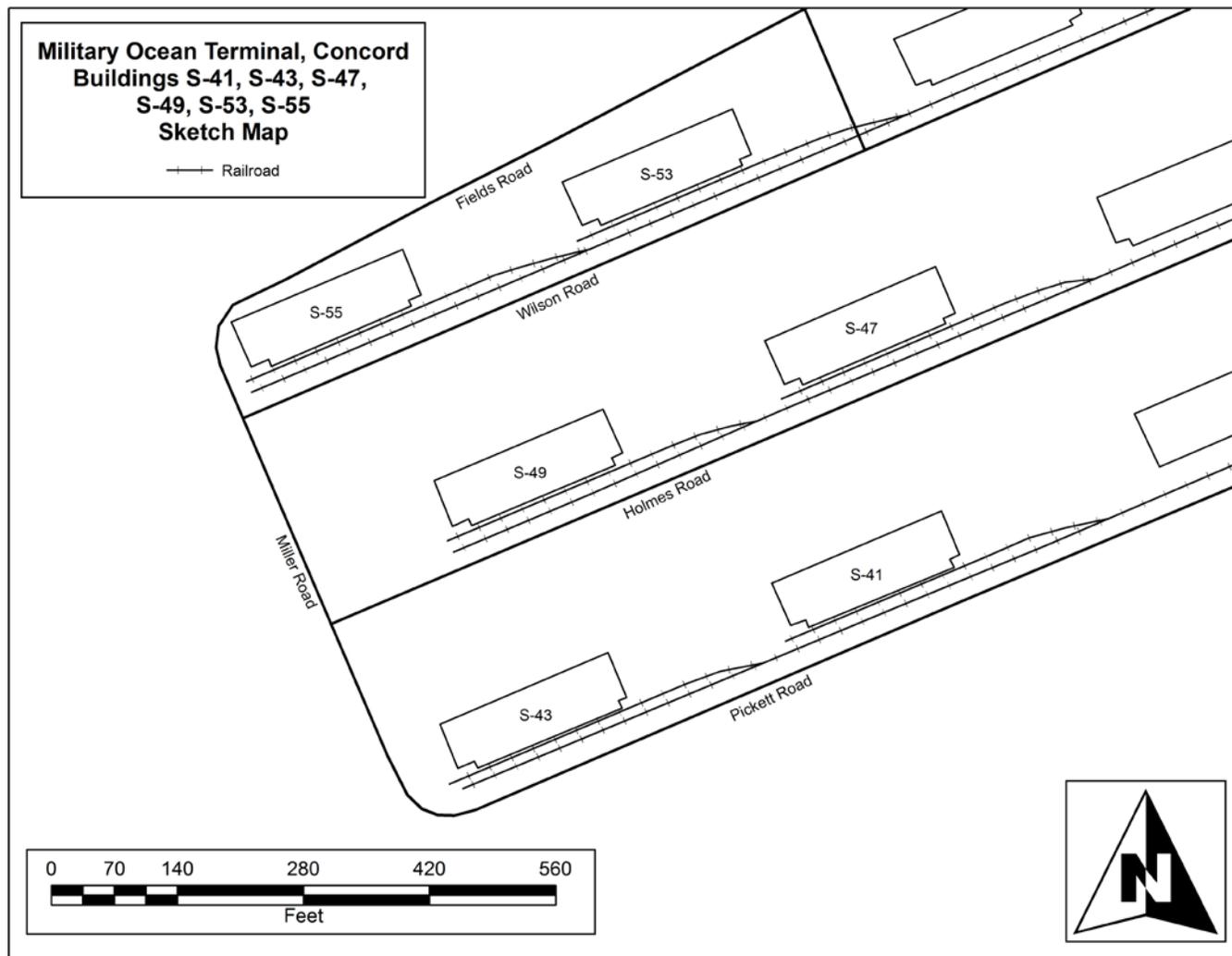
William Self Associates. 1993. "Cultural Resources Overview, Naval Weapons Station Concord, Contra Costa County, California." Prepared for the Department of the Navy.

B13. Remarks: The Army has proposed demolition of Buildings S-41, S-43, S47, S-49, S-53, and S-55.

***B14. Evaluator:** Melissa Montag, M.A., U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814

***Date of Evaluation:** 6/17/14





NOTE: Include bar scale and north arrow.



Photo 1: Northwest view of south elevation of Building S-43 sliding metal door.



Photo 2: Northwest view of south elevation of Building S-47 modified double-hung windows.



Photo 3: Overview of Buildings S-47 and S-49, facing northwest.



Photo 4: Overview of Buildings S-49 and S-55, facing west.



Photo 5: Interior of Building S-49, facing northeast.



Photo 6: North view of Building S-53 south elevation and modified double doors.



Photo 7: Northeast view of Building S-49 west elevation.



Photo 8: North view of Building S-55 detail of modified 2x2 double-hung windows on south elevation.



Photo 9: South view of Building S-55 north elevation with modified double-hung windows and modified double doors on east elevation.



Photo 10: Southwest view of Building S-47 east elevation with modified windows and shed addition.

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HISTORIC RESOURCES INVENTORY

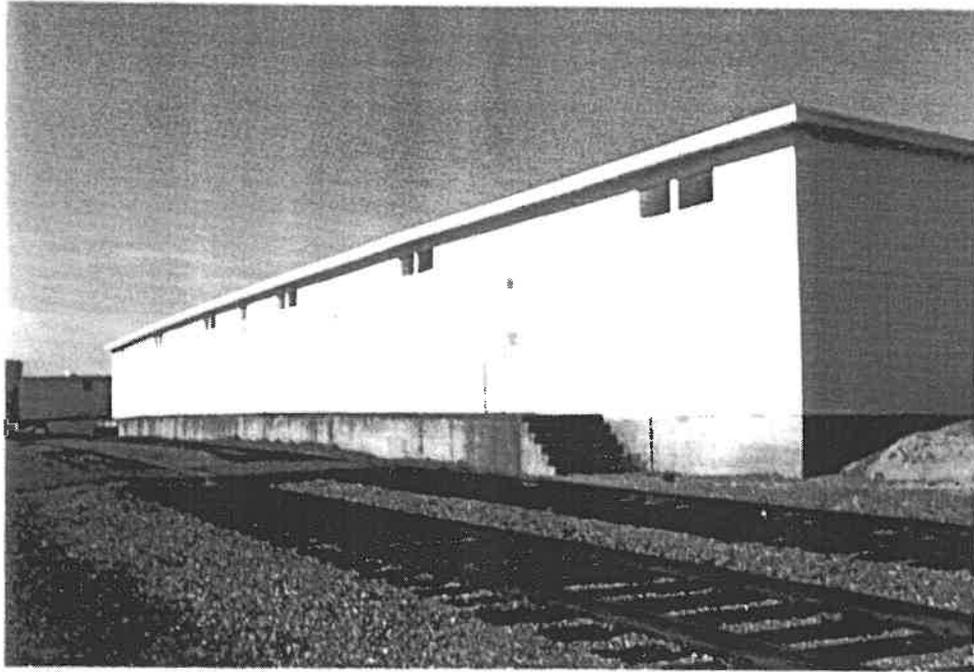
IDENTIFICATION AND LOCATION

1. Historic Name: None.
2. Common Name: S41,S43,S45,S47,S49,S51,S53,S55.
3. Number & Street: Johnson Road City: Concord
Cross Street: Holmes Road Zip: County: Contra Costa.
4. UTM Zone: 11 A: N4212090m/E584060m B: N4212080m/E584440m
C: N4211780m/E584470m D: N4211790m/E584080m
5. Quad Map No. 4824 Parcel No.:

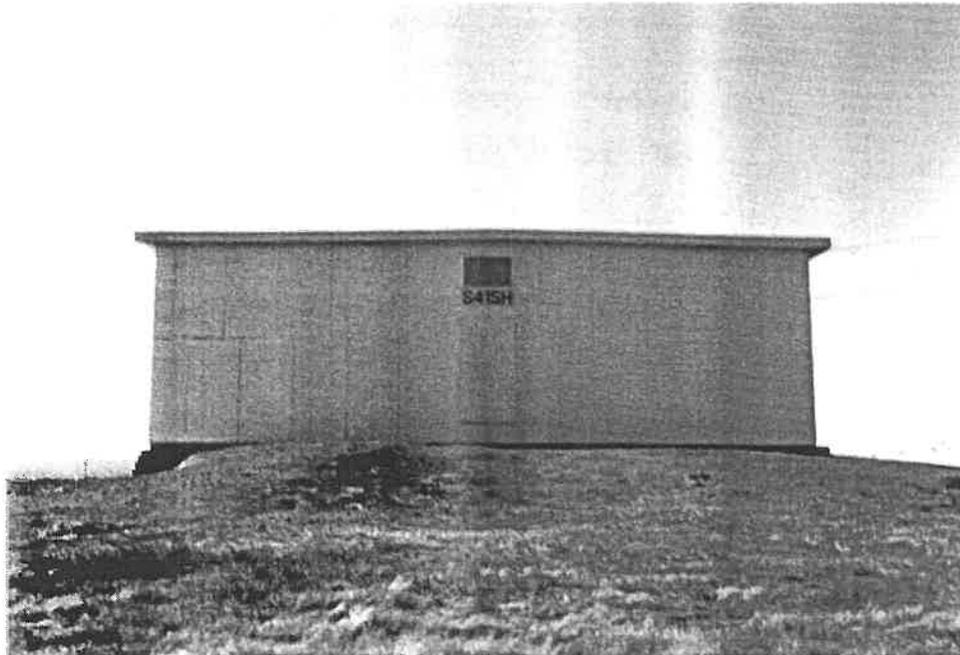
DESCRIPTION

6. Property Category: District Number of Documented Resources: 8
7. Existing Physical Appearance of Property: One story rectangle shaped wood-framed enclosed structure on raised concrete slab with stem wall. Almost flat gable built-up roof on wood structure with constant 2' overhang. Minimal door and window openings throughout with some modifications. Wood sash and frames appear to be original where not covered up. The walls are finished with a 4' x 8' press-board panel over plywood, which may have been original. No significant modifications have been made to the buildings. Five of the buildings (S41, S47, S51, S53, S55) are 10,200 square feet in size. Building S43 is 2,550 square feet, building S45 is 6,630 square feet, and building S49 is 2,040 square feet.
8. Planning Agency: WESTNAVFACENCOM
9. Owner & Address: U.S. Government, Department of the Navy
10. Type of Ownership: Public
11. Present Use: Operational Storage and Public Works Buildings
12. Zoning:
13. Threats: None

PHOTOGRAPHS ATTACHED



REPRESENTATIVE RESOURCES FOR S41SH THRU S55SH FRONT LOOKING
NORTH WESTERLY FROM PICKETT ROAD



REPRESENTATIVE RESOURCES FOR S41SH THRU S55SH SIDE LOOKING WEST
BETWEEN PICKETT AND HOLMES ROADS

HISTORICAL INFORMATION

14. Construction Date(s): 1942, 1943 F Original Location: Same Date Moved: N/A .
15. Alterations & Date: Unknown.
16. Architect: U.S. Navy Bureau of Yards and Docks. Builder: Unknown.
17. Historic Attributes: 34.

SIGNIFICANCE AND EVALUATION

18. Theme: Development of Navy Bases in San Francisco Bay Area During World War II.
Area: Naval Weapons Station, Concord. Period: 1942 - 1945.
Property Type: District. Context Formally Developed: Yes.
19. Property's Importance Within Context: The structures identified on this form do not meet National Register eligibility criteria b through d because: they are not associated with persons significant in history; they do not embody distinctive characteristics of a type or period important in history, are not the work of a master and do not possess high artistic value; and, they will not yield information of importance to history beyond that gathered during the inventory process. Nor do the structures meet criterion (a), association with events that have made a significant contribution to the broad patterns of our history. Although part of a facility which, in the historic context of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, played an important role in the storage and shipment of munitions for the Pacific Naval Fleet, the structures are non-contributing due to a combination of factors. These include building function, failure to possess historic integrity reflecting original character and associations, and a lack of information potential.
Sources: Records at NWS Concord and WESTNAVFACENGCOM.
20. Applicable National Register Criteria: N/A.
21. Other Recognition: None.
22. Evaluator: Norman H. Dyer, AIA.
23. Survey Type: Visual Inspection.
24. Survey Name: NWS Concord Overview, 1992.
25. Year Form Prepared: 1992. By: C. Wills, G. Mattson. Organization: William Self
26. Associates, P.O. Box 2192, Orinda, CA 94563; (510) 631-0342.

MAP ATTACHED



HISTORIC RESOURCES
 SITE MAP
 NAVAL WEAPONS
 STATION CONCORD
 S41 THRU S55

